

CANADA

FOR THE INVESTOR AND THE

INDUSTRIOUS MILLIONS OF

GREAT BRITAIN

CANADA
THE
KEY
OF
EMPIRE.



Opportunities
for
Investors,
Manufacturers,
Tradesmen,
and
Middle Classes.

BY T. W. SHEFFIELD

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New Arrivals at Regina: A Daily Scene.

REGINA

THE CAPITAL OF SASKATCHEWAN, CANADA.

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Wake up! and look to the Canadian West.

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This is not a vagary of an optimist, but from progressive facts that confront British Investigators wherever they turn.

Regina is the centre capital of this great development and activity

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REGINA offers exceptional facilities for British Branch Houses, possessing the finest transportation service of the Canadian West, being served by the Canadian Pacific, Grand Trunk and Canadian Northern Railways, having direct connections with 420 cities, towns and villages in the prosperous provinces of Western Canada.

AUTHENTIC FIGURES.

REGINA is the commercial and distributing centre of the Canadian West, supplying a population of 500,000. Main Line railway connections. Canadian Pacific, Canadian Northern, and Grand Trunk Pacific, together with eight branch lines connecting with 120 towns and villages. Railway Construction Expenditure to 1912, \$50,000,000. New Buildings, \$5,000,000. Projected Works, \$5,000,000. Estimated Value of Wheat Crops for Saskatchewan, 1912, \$81,000,000.

For further particulars write to—

**L. T. McDONALD, Secretary and Commissioner,
Board of Trade, REGINA, SASKATCHEWAN, CANADA.**

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Conditions—

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5. The Judge will be the Editor of one of the leading Canadian journals in England, and his decision shall be final.
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Signature.....
(say if Mr., Mrs. or Miss)

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CANADA

FOR THE INVESTOR AND THE INDUSTRIOUS
MILLIONS OF GREAT BRITAIN

BY

T. W. SHEFFIELD, F.R.C.I.

Sometime Industrial Commissioner for Regina, Canada



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J. W. ARROWSMITH LTD., 11 QUAY STREET


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1912.

Canada.

Twentieth-Century Land.

UT from the mist of Humanity's sorrows,
Out where the heralds of Destiny stand,
Rises the star of a world's To-morrows
Over the Twentieth-Century Land.

Wind-swept of Heaven are the sentinel mountains ;
Sun-kissed the prairies that melt into space ;
Rivers and forest-girt lakes are the fountains
Brimming with pulse-beats for Industry's race.

Soil of a million suns ! Seed-time and reaping
Rouse thee from sleep with a Midas-tipped wand ;
World-weary argonauts westward are keeping
Tryst in the Twentieth-Century Land.

Last of the Earth's virgin hearts to surrender ;
Queen of an Empire that follows the sun ;
Strong men are wooing thee, loyal and tender,
Millions of patriots phalanxed as one.

Dreams of the Ages in thee find fruition ;
Freemen rejoice as thy glories expand ;
Beacon-lights burning, hold true to thy mission !
Canada ! Twentieth-Century Land.

?

Do You, Mr. Reader,

Require specific and
authentic information
:: on Canada? ::

IF SO, WRITE TO OR CALL AT

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Full information gladly supplied to readers of this book. Stamped addressed envelopes must be enclosed with each communication. All letters must have subject matter plainly written on top. Numerous inquiries received by every mail.

Middle Class Emigration, Financial and Manufacturing Opportunities, Mining, Timber, Fruit Farming, Fisheries, Small Industries, Stores, Real Estate, Farming and Openings in every Class of Trade in the Provinces, Cities and Towns of Canada for British Capital and the Middle Classes of Great Britain.

Supported by Reliable Information from the Dominion and Provincial Governments, Canadian Pacific, Grand Trunk Pacific, and Canadian Northern Railways, Boards of Trade, and Industrial Bureaux throughout Canada.

Consultations and authentic information on your opportunity by appointment.

Introduction.

ANADA greets every Briton with an open hand, freedom and liberty, and offers illimitable opportunities in her vast provinces to all those equipped for work, and who by their honest labour build up their own fortunes and consequently the wealth of the Empire.

In this manner Canada is forging the strongest link in binding the Oversea Dominion to the Motherland. A progressive revolution is quietly taking place in Canada. So quiet is its active march to its predestined goal, that many of the older countries are unaware of the wonderful work it is doing in the creation of the mightiest institutions of the race in this twentieth century of modern progress. Latest born in the sisterhood of nations, she stands pledged, not to the conquests of force, but to the principles of peace. In standing for peace, Canada reveals her strength, the fighting power being latent in her great and lusty provinces. Canada is to-day a nation within the world's greatest Empire, taking its people into her mighty arms for the upbuilding of the freest country in the world.

Author's Preface.

THIS brochure is written from the personal observations of the author and official information kindly furnished by Government Departments, Boards of Trade, Industrial Organisations, and the Press, in the endeavour to give in geographical sequence the many opportunities for Investors and industrious Britons in Newfoundland and the vast and prosperous Provinces of Canada, from Halifax, Nova Scotia, to Victoria, British Columbia. The description of each Capital and Province will necessarily be limited, in order to bring out the main features in so far as they interest my fellow-countrymen.

The chapters dealing with the arrangements for the journey, agriculture, living, trade and social conditions are written in order to explain away many misconceptions that exist, and at the same time, in a small measure, to prepare the new-comer for the altered conditions to be met with in Canada.



T. W. SHEFFIELD.

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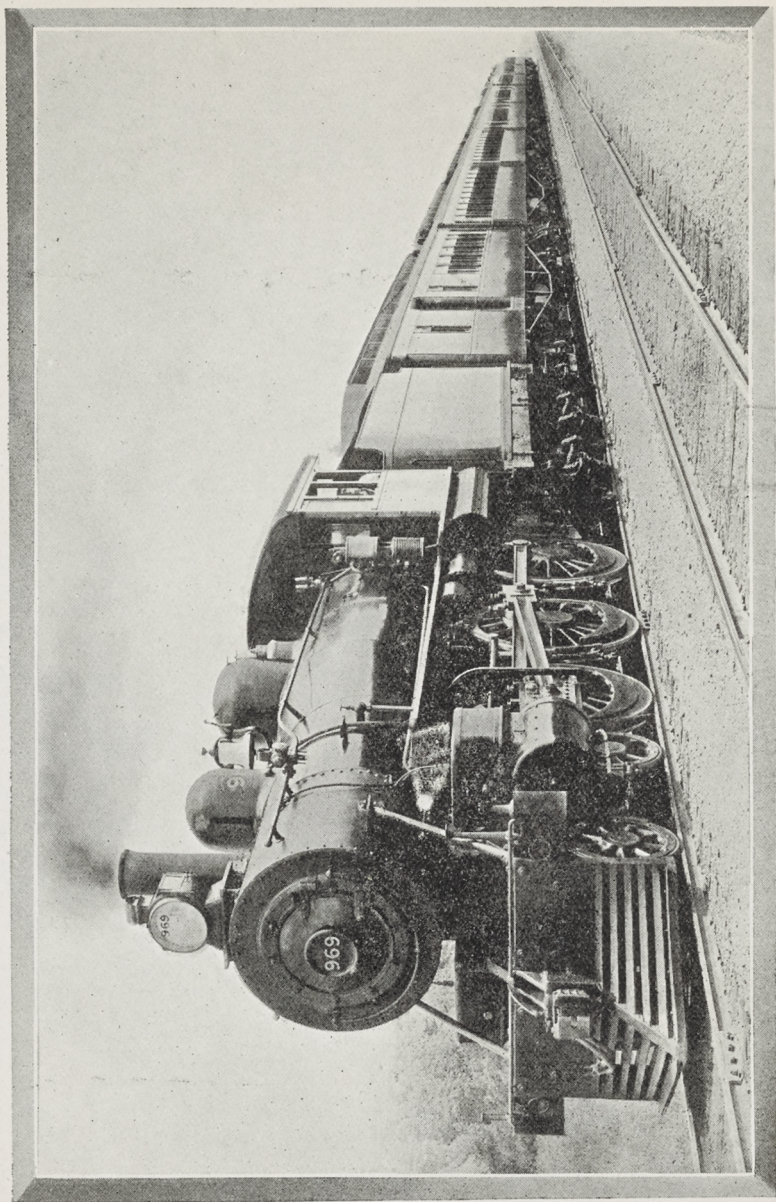
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A GRAND TRUNK PACIFIC FLYER. HOW BRITISHERS CROSS THE DOMINION.

Canada.

Progress, Trade, Immigration, Investments, 1912.

THE most striking feature of the year 1912 is the remarkable influx of British capital to the Dominion and the number of visits from well-known financial magnates and heads of business houses, proving that an ever-increasing awakening of British interests in Canada has set in, sending a wave of progress from Atlantic to Pacific, dwarfing the most optimistic figures of 1911.

The grand total of British money now invested in Canada has been officially estimated at £440,000,000 sterling, of which sum no less than £76,000,000 was invested in 1911; in fact, 80 per cent. of the entire Canadian issues of that year were taken up in Britain, and financiers of high eminence have stated that at least £100,000,000 of British money will be this year's contribution from the Motherland to Canadian investments, all of which give a much higher rate of interest than could be secured in Great Britain.

In railway development there is remarkable activity, the grand total of capital already invested being over £290,000,000. The Canadian Pacific, Grand Trunk Trans-Continental, and Canadian Northern are being rushed forward beyond the limit of the labour supply; lines having single tracks are being doubled; and where five years ago unbroken prairie and great forests stood there are to-day towns of one to five thousand people, having within them all those alert, active and progressive elements for their certain progress and advancement.

Great Britain's Apathy.

There are hundreds of these instances between St. John's and Victoria, all offering splendid opportunities for British manufacturers and merchants. It would be the finest educa-

CANADA FOR THE INVESTOR.

tion possible if British merchants representing different trades would take the opportunity of going out to these new cities and towns along the three great trans-continental railways and study the local conditions for themselves. By taking this course they would be far more able to judge how to cater for the markets, and in this way develop British trade, or at least make a bid for it against the astute American manufacturer, who practically supplies 75 per cent. of all the commodities for these rapidly-rising cities and towns. To appreciate this it should be borne in mind that Canada's imports for the fiscal year ending April 20th, 1912, increased by \$80,000,000 from the United States as against only \$8,000,000 from Great Britain, in the face of maximum tariff duties against the former country. The time has come for a sharp awakening of British manufacturers to get into immediate contact with the Canadian market, and take the advantage of the preference given to British goods, half of which enter Canadian ports free, with 25 per cent. on the other half, giving the home products a preference not enjoyed by others. In a word, it is the *apathy* of British manufacturers in appreciating the peculiarities of the Canadian market. Instances of their failure to respond sympathetically or meet the case by some little modification has again and again been pointed out by Canadian and British concerns anxious to sell British-made goods in preference to any others.

Lack of Method Loses Trade.

In one particular instance which came under the author's notice a large electrical firm was requested to send in their tenders with the prices marked in dollars and cents and the shipping weight in pounds, which is the custom in Canada, instead of tons, cwts. and qrs. The reply came that the firm could not alter their price lists to suit Canadian currency and methods, the result being that although their goods were preferred, they lost a contract amounting to \$25,000 (£5,000). This is only a detail for the estimating department of British houses, and the sooner they are furnished with an "Import Costs" book, by H. S. Martin, which can be obtained from any

CANADA.

leading Canadian stationery firm for a few dollars, the better for British trade.

EXAMPLE.

For those readers not familiar with the use of Costing Tables, the following example may be a guidance :—

Invoice value is, say, £79 2s. 9d. net.

Convert this amount into currency by the Exchange Table.

£	s.	d.		\$
79	0	0	will be	384.47
0	2	9	,,	.67
<hr/>				<hr/>
Invoice of	£79	2	9 in Canadian	\$385.14
	<hr/>		currency.	<hr/>

Charges—

Duty, 30% on \$385	\$115.50
Freight	20.05
Insurance, port dues, cartage	
and cases, &c.	8.89
	<hr/>
	144.44
	<hr/>
Total cost	\$529.58
	<hr/>

It is only a detail, but an important one, when the merchant in Canada wants to buy on a net basis, including duty and freight charges to his warehouse. It is this attention to detail on the part of German exporters that accounts for the ever-increasing imports from that country, notwithstanding they have to pay more than 25 per cent. preference ; the same applying to the American trade, although their currency is practically the same standard as Canada. There is no doubt if this was forcibly pointed out by Canadian Trade Commissioners in Great Britain it would have the desired effect of pleasing Canadian buyers, with the result that millions would come in British ships which at present come from Germany and the United States

CANADA FOR THE INVESTOR.

Trade takes a Jump of Millions.

For the fiscal year ending March, 1912, the aggregate trade has been over £166,000,000, practically double that of ten years ago. Figures of this magnitude should convey to British traders a striking lesson of the progress that has been made and is being made.

Agricultural Progress.

According to the census and official returns at Ottawa, the value of the principal field crops of the Dominion for 1911 was \$565,712,000, compared with \$507,185,000 in 1910. The field crops being only one branch of agriculture do not represent the total value of farm products; dairy and cattle raising in some sections exceeds, in the value of output, that of field crops. In other parts, such as Nova Scotia, New Brunswick, Ontario and British Columbia, fruit growing is an important branch of the agricultural industry. In the three Western Provinces—Manitoba, Saskatchewan and Alberta—the wheat production in 1911 was 195,083,000 bushels, compared with 128,891,000 bushels in 1910, notwithstanding that 1911 was exceptionally wet, especially in Saskatchewan, and all this with only 6 per cent. of the arable lands of Western Canada under cultivation. The area under wheat in the Province of Saskatchewan for 1912 is 5,384,092 acres, an increase of 151,844 acres, or 2.90 per cent. over 1911. The area under wheat in Saskatchewan exceeds that of the rest of the Dominion by over half a million acres.

To those Britishers who have taken a motor trip through the great wheat centres of Saskatchewan it seems as if there was nothing but wheat from horizon to horizon, yet there still remains 94 per cent. for the plough. These lands offer the best solution of the "back-to-the-land" problem. The work is hard, and one has sometimes to plough far from civilisation; but the soil is fruitful, and with two good seasons out of three the strenuous agricultural life reaps a good reward. The only danger for the new-comer is, he becomes too avaricious at the opportunities presented, buying and sinking too much capital in land and agricultural machinery, with the result that if an

CANADA.

early fall sets in, or there are 5 degrees of frost before the grain is ripe, he has to sell a low-grade wheat, which leads to tightened finance from the bank and difficulties of meeting the payments on plant secured from the implement manufacturers ; for it must be remembered there are such things as local crop failures even in Canada, although a total crop failure will never occur, due to ever-increasing areas being brought under the plough.

Banks Help Development.

The Canadian banking system contributes enormously to the well-ordered and stable progress of Canada, and nowhere are its benefits more appreciated than in the newly-opened districts of every province, which are thus automatically supplied with banking facilities, which are imperative to the farmer's success, for practically every other trade depends upon this important branch of the country's industry. The completeness of the banking organisation is shown by the fact that in the three Prairie Provinces the number of branches have increased from 60 in 1900 to 850 in 1912 ; the total number of branches in Canada to this date number over 2,850.

Real Estate Prospects.

Real estate in the great centres of population, such as Montreal, Toronto, Hamilton, Winnipeg, Prince Albert, Regina, Saskatoon, Calgary, Prince Rupert, Vancouver, New Westminster, and Victoria, and the hundred new town sites on the great trans-continental systems, should maintain and even improve present values ; but investors would do well to scrutinise all offerings of this character, because the fabulous advance in real estate prices that has already taken place in many cities has brought in its train the usual deluge of specious "propositions," a great number of which will prove stumbling-blocks to the unwary, although the recently-formed real estate exchanges will help the new comer to avoid these so-called "snaps."

CANADA FOR THE INVESTOR.

Business Conditions.

[Business conditions in Canada continue favourable, all important points reporting satisfactory progress. In the west the condition of the crops has had a very stimulating effect on most commercial lines. Farmers in Western Canada are gradually beginning to realise the necessity of mixed farming, and their farms in consequence are becoming more profitable every year.

The Awakening.

The arrival of the Hon. R. L. Borden, Premier of Canada, with his active colleagues the Hon. G. Foster, Minister of Trade, the Hon. L. P. Pelletier, and the Hon. R. Rogers, at the time of going to press will undoubtedly cause a real awakening on the part of British ministers and trade authorities. "Call us to your councils," said Sir Wilfrid Laurier on the memorable occasion of the Colonial Conference in 1907. The Premier and his ministers have repeated the demand, and it has stimulated the pulse of empire throughout the English-speaking race. The suggestion of the author in the *Manchester Guardian* twelve years ago, urging an interchange of visits by responsible ministers at the time of irresponsible statements by many members who had never seen the fair Dominion of Canada, has its echo in the present visit. Although at the time no official announcement has been made as to a visit to Canada by members of the British Cabinet, quite a number have signified their intention of going. They will thus familiarise themselves with the conditions and potentialities of the Dominion.

Immigration.

The immigration policy of the Department of the Interior has never been so vigorous as it is this year; the tide has already set in, and it is reasonable to predict this season will see the high-water mark of 400,000 new comers arriving in Canada. Ontario will continue its independent immigration

CANADA.

machinery, making more strenuous efforts than ever to turn the tide for desirable immigration from the Motherland into the north lands of the Province, which offers abundant opportunities for successful farming, with results following rapidly enough to make the land almost as attractive as the great Prairie Provinces of the west. Notwithstanding this, 75 per cent. of this great influx will go west.

In 1911 there were 350,370 new comers, made up of 144,076 British and 75,184 from the United States. The most westerly Province, British Columbia, will probably within two years witness a new era in immigration. It is calculated by this time the Panama Canal will be completed, when the British new comer will be brought over from the port of embarking to Victoria for \$60, without the necessity of a five days' journey across Canada, although in many respects this will be a disadvantage, as the great Eastern Provinces and western sections will not be seen by the new comer. With the advent of the Panama Canal increased shipping facilities will bring many new industries, which will absorb the increased influx of British new comers (immigrants) to the fair lands of British Columbia, making one more important link in the further progress of a mighty Canada.

St. John's.

The Great Commercial Port of Newfoundland.

ST. JOHN'S, Newfoundland, is the nearest port to Great Britain, disputing with Halifax the position of the best winter port of the Atlantic seaboard when the great commercial artery, the St. Lawrence River, is temporarily closed for the winter season, both these ports being open all the winter.

A Magnificent Harbour.

Nature has been very good to St. John's. The panorama from the deck brings out in bold relief the rounded promontory of Cabot. The rising front of the south shore hills stand out as Nature's sentinels guarding the hundred craft of all nations completely hidden by their rugged grandeur. Once inside the protected waters, they give no indication of the billows that are heaving, roaring, and breaking in the teeth of an Atlantic storm without.

Nature does not only locate the seaports, but determines their designs and channels. The main thoroughfare of St. John's follows the contour of the shore, the cross streets on the one hand giving a fine panorama of the busy wharves and shipping, and on the other hand the steep ascents and winding steps suggesting the sturdy battlements of Quebec.

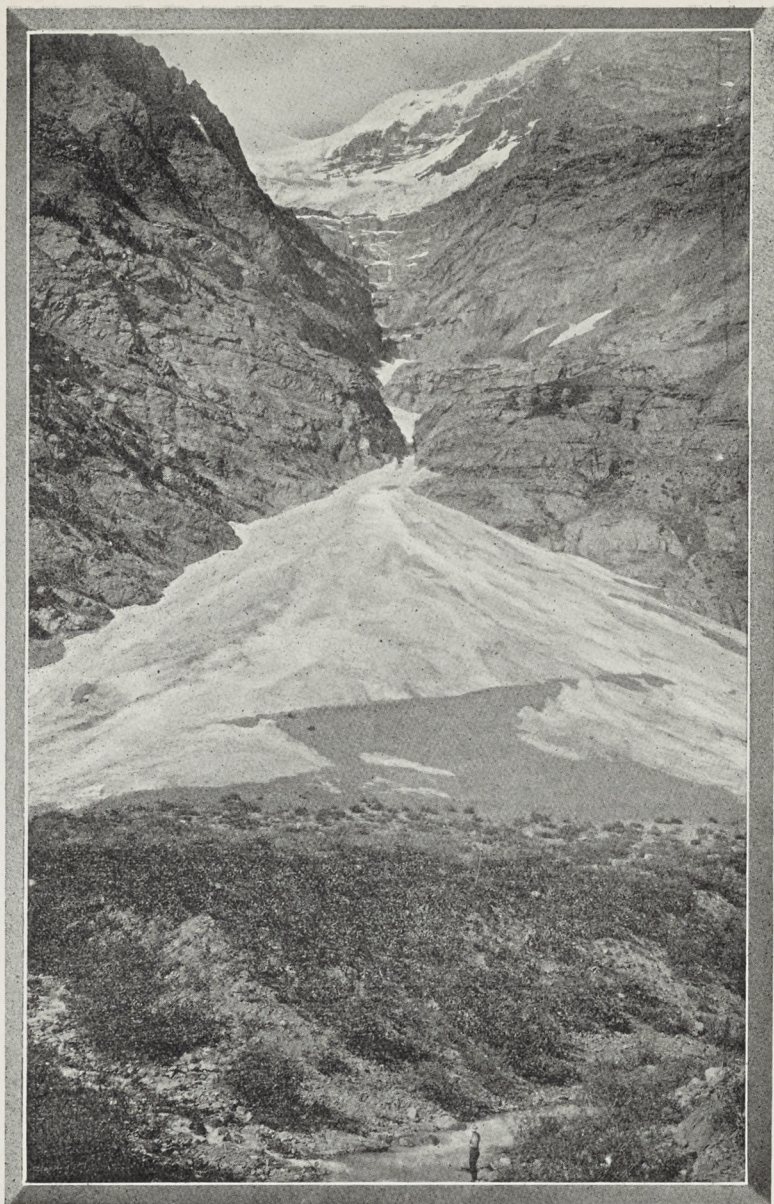
The striking feature of St. John's is the quietness of its soft-voiced people, engaged in every variety of retail trade, from the chandler to the modern departmental store. Its endless crowded wharves and piers teem with every class of craft, from the fishing-smack to the large ocean liner. The warehouse section, with its ever-flowing and swiftly-changing

ST. JOHN'S.

contents, gives it the commercial air of a city three times its size. The city is supplied with four daily newspapers, electric lighting, and car service. Its political and administrative organisations, together with its splendid residential streets, give one firm confidence in its commercial and social progress. Tynemouth or Hull would be dull compared with this busy centre of commerce and shipping.

For a city of 56,000 population the magnitude and comprehensive business operations seem quite out of proportion. From the comparison made there seems to be sufficient commerce for a city of 100,000. St. John's, apart from its shipping trade, is the chief commercial centre for the *whole island*, affording excellent sporting and tourist attractions for the Britisher, which to one section is just as important as the opportunities offered in its lumbering, pulp and paper industries, to say nothing of its fishing settlements, with their large productive area of the Atlantic and the profitable exchanges of its annual yield. In brief, it requires no long demonstration to prove that commerce reigns supreme in St. John's. This port draws from every country in the world, and gives in return the rich products of its lands and waters, while the city's position in the world's affairs is maintained chiefly by its commerce. Its men of enterprise realise the possibilities of its further advancement in manufacture; new industries to supply the ever-growing demands of its shipping interests and a cordage factory are natural requirements for a seaport of the magnitude of St. John's. It offers unlimited opportunities to those with seafaring experience, and a specific knowledge of trades and callings connected with the same.

For further information, write G. C. Fearne, Secretary, Board of Trade, St. John's, Newfoundland.



ONE OF MT. ROBSON'S GLACIERS.

A FINE PERSPECTIVE ALONG THE GRAND TRUNK PACIFIC TO
PRINCE RUPERT.

Charlottetown.

The Capital of Prince Edward Island.

CHARLOTTETOWN, the capital of its Province, commands a fine harbour in the middle of the island, and is an exceedingly well-laid-out city with a population of about 13,000, possessing broad streets with charming surroundings of gardens and groves, pleasantly situated with the ozone of the surrounding sea blowing over them. The several public buildings include the Prince of Wales College and the Normal School. The city is well placed on a bay in the centre of the south shore, and combines the advantages of fresh air, fresh water, and general healthfulness. The old State Parliament House and other public buildings stand in a beautiful square, and the streets of the city are wide. A considerable proportion of the population is employed in industrial establishments, such as the gas and electric-light works, boot, tobacco, condensed milk factories, flour mills, and machine shops.

There is one other town of importance, Summerside, farther west, with a population of 4,500. Georgetown, on the east coast, is a quiet town with 1,000 inhabitants ; and the numerous villages, though not large, are well supplied with stores.

The island has been rightly termed the " Garden Province," being the smallest but the most closely populated of the Canadian provinces, that is in the Canadian sense of the word. Thickly settled in this as in all other provinces, some of the districts alluded to are less sparsely populated than some of the rural districts in Great Britain. The Province is 140 miles long, varying in breadth from two to thirty-five miles, and having an area of about 2,184 square miles.

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Prince Edward Island.

This has a population of 95,259, almost wholly of Canadian birth. People of Scotch origin predominate, with English next, the Irish and French coming respectively third and fourth. The island is well served with railways, being connected with the mainland during the summer by three steam ferries running between Summerside and Point du Chene, New Brunswick, and between Charlottetown and Pictou, Nova Scotia.

The climate makes the island an ideal resort for the tourist, the winter and summer both being moderated by the presence of the sea, which (fogs being practically unknown) makes the climate all that can be desired. Agriculture is the chief industry of the population, about seventy-five per cent. being engaged in this lucrative calling. The chief field crops are hay, oats, wheat and potatoes. Fruit growing is being developed rapidly, excellent crops of apples, plums, cherries, pears and berries being exported to the markets on the mainland.

Fisheries.

The fisheries are very profitable, their annual value running into over two million dollars. The lobster industry is chief, with oyster second and herring third. Canada gets practically all her oysters from the beds surrounding the island, several varieties of which are famous, the "Malpeque" being chiefly shipped to Montreal. It comes from Richmond Bay on the ocean side of the island. For years the oyster fisheries have been carried on in a primitive fashion, and little is done in the way of cultivation, although strict measures have been taken to prevent the depletion of the beds. On discussing the question with a representative of this industry, he informed me that a few years back a large apple barrel of oysters could be obtained for \$1 (4s. 2d.), but now they realise \$10 (£2) a barrel. There are vast opportunities still for canners in the fish industry of the island. This industry, together with the herring and cod fisheries, might be greatly developed, and offers unlimited opportunities for British fishermen from such places as Grimsby,

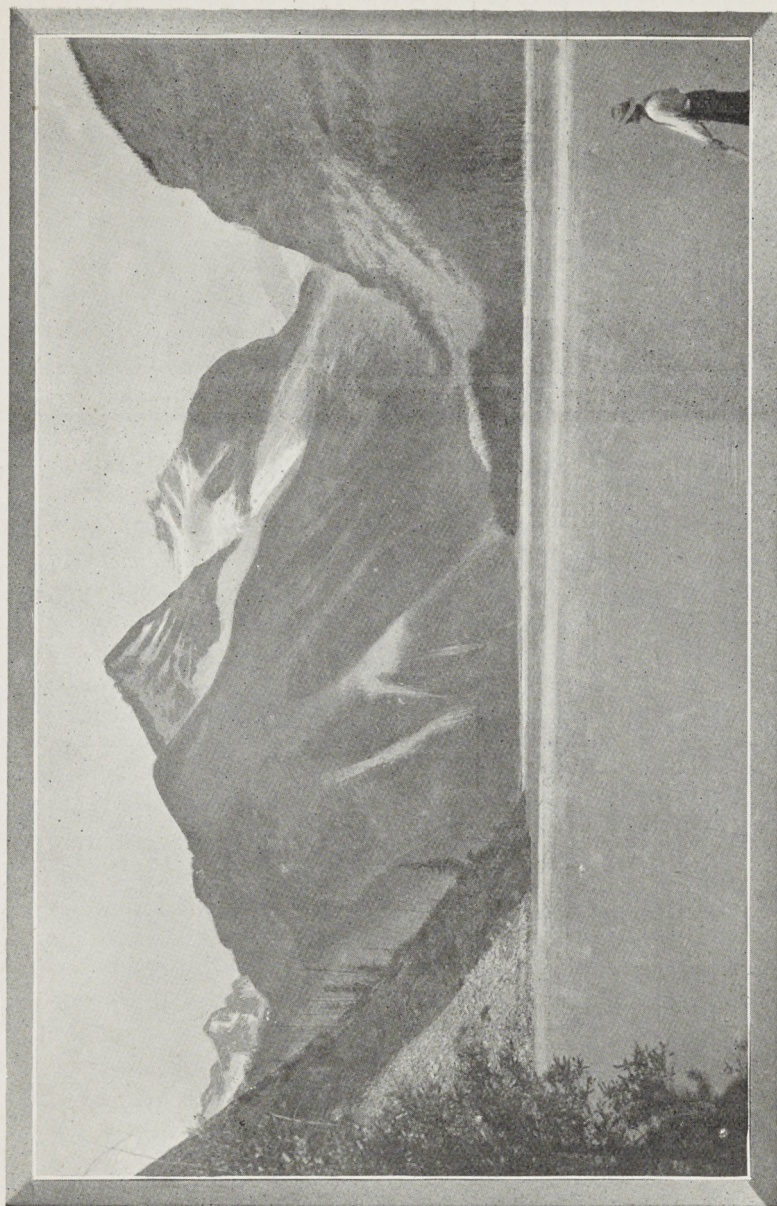
CHARLOTTETOWN.

Cullercoates, and the east coast generally. Large packing industries await the capitalist's enterprise in developing this part of the trade.

Opportunities.

These are chiefly in the canning industries, and splendid chances for the experienced farmer with a little capital. The new-comer from Great Britain will find conditions very similar to those at home, but with much greater freedom and good prospects of being able to make a very comfortable livelihood. Living is cheap on the island, and there is a sure market for agricultural products and the catch of the fisherman. The author, having only spent three days here, would strongly advise the new-comer to have a good look around if time and capital permit. To the tourist I would say spend a week or more in the country districts and its fishing centres.

The landowners now include a large proportion of the people, but this was not always so. The greatest crisis, indeed, in the island's peaceful history was caused by the fact that the land had been given away by the Imperial Government as rewards to a little group of officials and others at home. The land question was a burning one in this Emerald Isle of the West, and the flames were extinguished by the same means which are now, it is hoped, putting an end by degrees to the land question of Ireland. By a grant of \$800,000 (£160,000) from the Federal Government, the Provincial Government was able to buy out the absentee landlords and sell the land to their tenants on easy terms. The public revenue of the island is also derived chiefly from the Federal Government. Such direct taxes as the islanders have to pay are extremely small. There is a little income tax, which brings in about \$9,000 (£1,800); the land tax yields about \$32,000 (£6,400); while \$13,000 (£2,600) is collected for the upkeep of roads, which does not therefore fall on the local rates. There are no local rates, in fact, outside one or two towns, except a trifle for the schools.



MOUNT OF THE CROSS AND LAKE OF THE MOUNTAINS.
"ON THE GRAND TRUNK PACIFIC" TO PRINCE RUPERT.

CHARLOTTETOWN.

The Island of Churches.

There are as many churches in Prince Edward Island as there are miles of railway, or, to be exact, 266, and the Protestant majority is chiefly composed of 30,750 Presbyterians, 13,402 Methodists, 5,976 Anglicans, and 5,905 Baptists. There is a strong Roman Catholic community, numbering 45,796. A great deal of social life centres round the churches, but the people have many other outlets for their social and neighbourly desires, and find recreation by no means incompatible with industry. Their tables are well kept, their homes well built and well furnished, and a striking indication of their national prosperity is furnished by the savings bank returns. At the Charlottetown branch of the Dominion Government's Savings Bank the amount standing to the credit of depositors in 1911 was over \$3,000,000.

For further particulars, write L. B. Miller, Secretary, Board of Trade, Charlottetown, P.E.I.

Halifax.

A Shipping and Industrial Port. Province of Nova Scotia.

THE city is picturesquely situated on a peninsula terminating in a magnificent harbour, for which it is famous, and which is protected by the natural breakwater of Macnab Island, lying across the entrance. It is the first point of the mainland touched after leaving Liverpool. The distinctive characteristics of its people are English manners and mode of thought. Here again, as in many of the seaports of Canada, Nature has been very kind. For fifteen miles the Atlantic waters extend inland, with an average breadth of over a mile and a depth of anything from five to twenty fathoms.

It was here that the author received his first impressions on the emigration question. Emigrants are landed here during the winter in ever-increasing numbers, and Halifax is sharing in the great national work of industrial expansion. One wonders if these aspiring cities will reap the reward claimed by the publicity bureaux established to bring in manufacturers. The possibilities of the city are very great, and there is no doubt the near future will see great dockyards and ship-building industries superseding many of the now more ambitious shipping centres of Canada.

The chief manufacturing concerns carried on in Halifax and the near suburb of Dartmouth are rolling mills, foundries, a cable and rope factory, sugar refineries, a clothing factory, cotton goods, and railway-car building, this being the local workshop of the Inter-Colonial Railway.

There is quite an old garrison air about Halifax, which was until recently the head-quarters of the North American squadron and a military and marine station of no mean importance. It

HALIFAX.

is a prosperous commercial seaport, having many features of interest, its well-laid-out thoroughfares leading to what may be termed the finest public gardens in Canada, well worthy of a visit after a vibrating passage of five days on the limited confines of a ship.

Point Pleasant Park, overlooking the sea, is also a pleasing retreat for the traveller and citizen alike. There are many quaint buildings of historic value, one being the Church of England, which is the oldest in the British Empire, having been built in 1751. The city has a population of about 55,000, and is eminently suitable for the industrious classes of the shipbuilding, railway and industrial centres of the Tyne and Glasgow, there being favourable opportunities for high-class labour and skilled mechanics.

The Province.

Nova Scotia, the most easterly portion of Canada, is a peninsula thrust out into the Atlantic, having an area of 21,428 miles. Its coast line is indented with natural harbours, there being no less than seven or eight capable of sheltering very large vessels. The interior is intersected with chains of noble hills and dotted with lakes and rivers. Population 492,500.

Minerals.

It has been estimated by experts that the coal-fields of Nova Scotia have coal-bearing territories of 4,000 square miles, and it is claimed there are ten thousand million tons yet to be mined in Nova Scotia before the supply gives out. At the present time coal mining operations are largely centred in the northern reaches of the Province, the total annual output of the Dominion Coal Company's mines in Cape Breton being over ten million tons, with ample reserves for decades to come. The enormous value of these coal-beds is almost inconceivable in conjunction with the vast quantities of iron ore throughout the Province, which will undoubtedly prove the basis of industrial development in the future that will run into billions.

CANADA FOR THE INVESTOR.

Agriculture.

Agriculture is still the most valuable asset of the Province, offering unlimited opportunities. The fisheries, lumbering, and working in the mines are other assets, the last proving an ever-ready market for the products and produce of the farms. Rich and well-cultivated farms are to be had at reasonable rentals or for low prices. The exodus of the young men for the foregoing callings has brought about this condition of affairs, and Nova Scotia consequently offers unrivalled opportunities to British farmers with a little capital. The agricultural possibilities of the province are very great ; the ever-expanding trade returns in the mining industries and rapid growth of the cities have created a local demand for farm produce which has practically outgrown the supply. There are excellent grazing lands that might be made to yield a great output of cheese and butter. These could be quickly delivered to the British market from the Province, as it is the nearest land and in the most direct communication all the year round with the mother country.

Fisheries.

The fisheries of Nova Scotia are probably the second most valuable in the Dominion, reaching a total output of over eight million dollars, the great yield of cod, lobster, mackerel, and haddock engaging over forty thousand men alone.

The Province and capital offer many openings for those engaged in such industrial places as Grimsby, Newcastle and Cardiff, and such agricultural counties as Northumberland and the northern agricultural districts generally.

The climate is temperate, being moderated both in winter and summer by the sea surrounding the Province. The spring is slow, but the summer brings on vegetation very rapidly.

Opportunities for Investment.

If British capitalists knew the chances for investment that exist in Nova Scotia they would inquire diligently into the conditions that obtain there. It is of supreme importance in

HALIFAX.

determinating cost of transportation that factories can be erected at tide water, and so be in close touch with all foreign markets. Foundations upon which profitable industries can be established have already been broadly laid ; the conditions of life are similar to those in Great Britain—an important consideration in assembling large bodies of operatives—and the incoming capitalist will meet the cordial co-operation of the people. There is no good reason why Nova Scotia should not manufacture all, or nearly all, her own cutlery, crockery ware, nails, hinges, farm implements, fishing gear, pickles, paper, furniture, and many other articles of common use.

The clay and gypsum deposits are numerous, and capable of great development. The clay beds could be the basis of a number of important industries. It is claimed that Halifax would be a good location for a large tannery, as there is but one tannary in the province, at Pictou. The hides could be brought from South America by water carriage as well as from the other Canadian Provinces. Fruit canneries in the Province would pay well, and a fertilizer factory that turned out a first-class product would receive general support. There are good openings for paper mills in the western end of the Province. White-wear is not manufactured east of Montreal, and a person with some capital who understood the business could make money by turning out all kinds of white-wear, including shirts, collars and cuffs. A furniture factory would find a profitable field in Nova Scotia ; birch grows abundantly, and could be used as the raw material. Rolling-pins, clothes-pins, step-ladders, etc., indeed, all kinds of wood work might be manufactured to advantage. There is an excellent opportunity here for the manufacturing of cordage and twine for fishing-nets. Beds of salt await development. Nova Scotia is the largest consumer of salt *per capita* except Norway, owing to the large fishing population.

These are a few suggestions respecting the outstanding needs of the Province at the present time. The prices of land, wharf sites, etc., are very moderate, and in most cases these facilities would probably be obtainable at merely nominal figures for *bona-fide* enterprises. The municipalities can obtain

CANADA FOR THE INVESTOR.

authority to exempt enterprises of public importance from taxation for a term of years, and the disposition of the people is distinctly in favour of doing so whenever they are satisfied that the concession would facilitate the establishment of an industry for which the province is fitted.

For further particulars, write to Arthur S. Barnstead, Secretary of Industries and Immigration, Halifax, or to J. Howard, Agent-General, 57a Pall Mall, London, S.W.

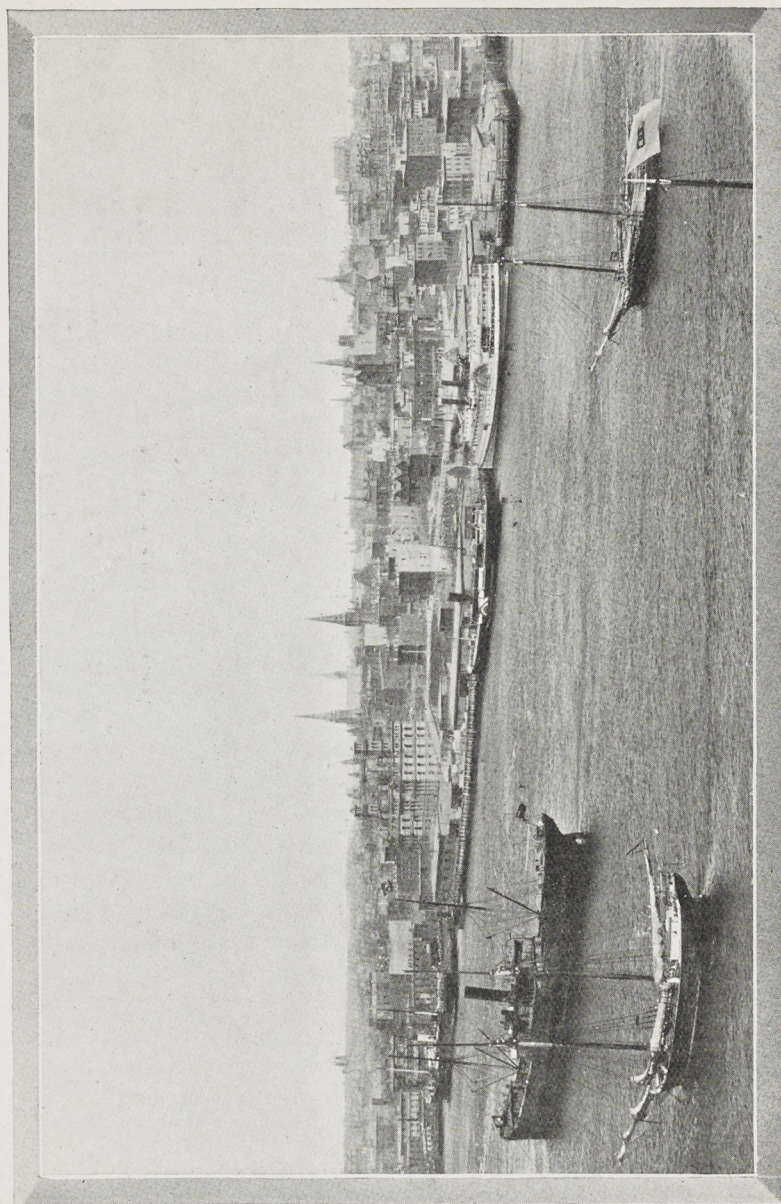
St. John.

A great Distributing Port. Province of New Brunswick.

IN its geographical sequence St. John is the third important port on the Atlantic seaboard, commanding a fine harbour, situated at the junction of the St. John River and the Bay of Fundy. It is noted for its high tidal wave, every turn of the tide causing what is called the "Reversing Falls." Where the River St. John empties into an arm of the Bay of Fundy, passing over a fall of rocks 16 feet in height, it causes this remarkable and natural reversing of the waters. When the Fundy tide rises to its maximum height of 29 feet, not only do the falls disappear, but the incoming rush of waters gives it the appearance of rapids turned in an upstream direction, making the view from the hill on the south-east side one of the most wonderful sights in Canada.

St. John has a population of 42,500, and is at the present time spending upwards of a million dollars on new wharves and many improvements for the Atlantic liners of the Canadian Pacific, Canadian Northern and Allan Lines, being the chief winter port on the mainland, when other Canadian ports are quietest, during the short period when King Frost holds sway.

With these natural advantages and this rapid expansion the port is favourably placed for industrial progress, having the advantage of being close to the unlimited resources of the Province. Added to these advantages, the industrial concerns of St. John have the benefit of a cheap coal supply within seventy miles of the city, with both railway and water transportation. In addition to this there is the alternative of tapping the power running to waste at Grand Falls, two hundred odd miles north-west of St. John, on the river where there is a drop of over 150 feet, this being capable of developing 50,000 horse-power.



ST. JOHN, RIVER AND WHARF SCENE, THE PORT OF NEW BRUNSWICK.

ST. JOHN.

When this source of power is brought into the city in the form of electrical energy, it will undoubtedly give an added impetus to the industrial development of the city. In this connection it might be mentioned that the civic authorities are prepared to grant exemption from taxation for ten years to British industrial concerns locating in St. John. The city is a quaint mixture of old and new, its most pleasing features being King's Square, Queen's Square, and its broken lines of shipping along the harbour.

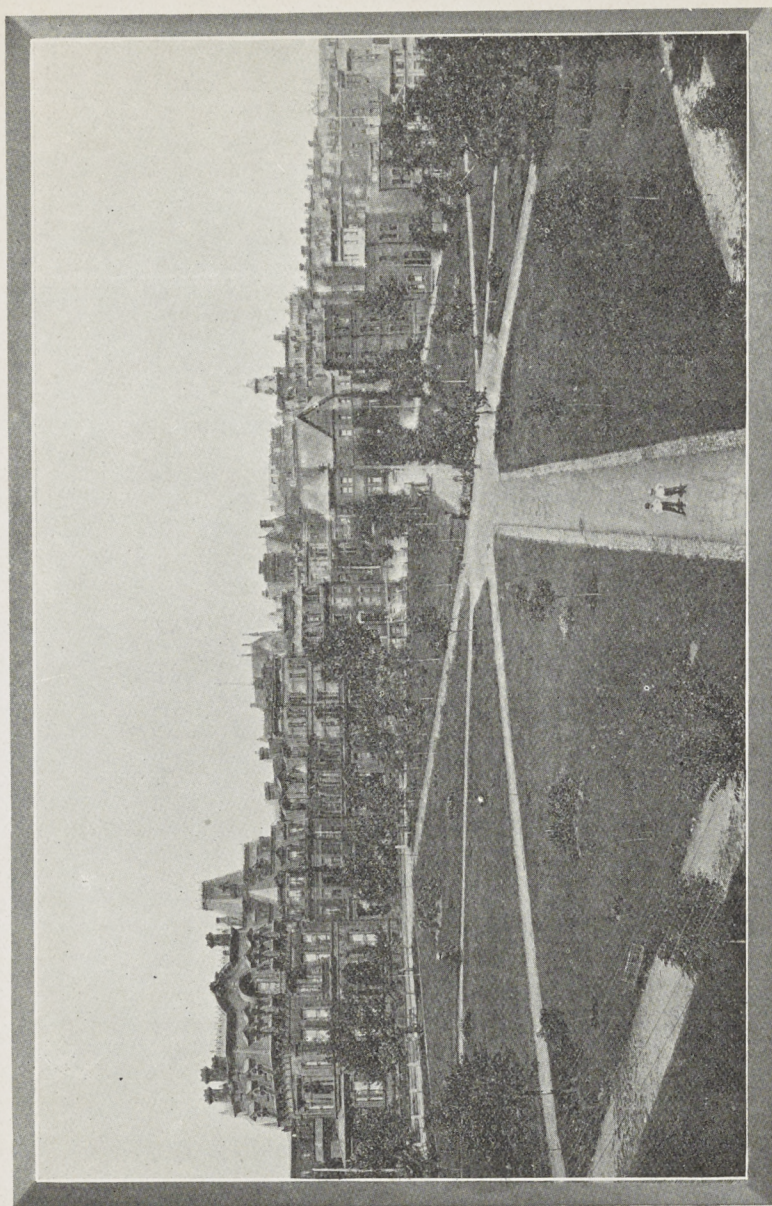
There are immediate openings for paper-making mills, wooden ware, and in fact everything made of timber. The forests of the Province supply vast quantities of spruce, birch, maple and cedar. In the wholesale trade the city does a very extensive distributing business throughout the eastern portions of Canada with an ever-increasing retail trade. St. John also being the centre of a prosperous district, the city offers innumerable opportunities for the middle classes of Great Britain familiar with the requirements of seaboard cities.

For further particulars, write W. E. Anderson, Secretary, Board of Trade, St. John, N.B.

Province of New Brunswick.

The Province has an area of 27,500 square miles, being slightly smaller than Scotland or Ireland, with about seventy-five per cent. fit for agricultural purposes. It is largely an English-speaking population of 350,000, although Acadians are settled throughout the northern countries, lending a very picturesque variety to the people. Quite seventy-five per cent. of the population is agricultural, thus finding the greatest profit in its fertile valleys, pleasantly broken up by long stretches of hills.

The agricultural districts are well supplied with railways. The Inter-Colonial, a Government railway, enters the Province from Quebec, and continues down the gulf side of the Province until it reaches the Nova Scotia border, connecting at Chatham by branch line with Fredericton, the capital, and branching off at Moncton to St. John on the west and Shediac on the gulf.



A RESIDENTIAL SECTION OF ST. JOHN.
TYPICAL OF THE WELL-LAID-OUT CITIES OF THE DOMINION.

ST. JOHN.

The author recently had the pleasure of meeting ex-Premier Robinson, of Moncton ; and if any readers should ever pass through that lovely part of the country, he would advise their calling upon this affable gentleman, whose unlimited knowledge of the vast resources of timber and minerals would be of the greatest service to those interested in these branches.

Climate.

The climate of New Brunswick, although not excessively hot, is warm in summer, which, following the heavy snows of winter, brings on vegetation very rapidly.

Agriculture.

All classes of grain and root crops reach perfection, berries giving a very large yield annually. Butter and cheese are produced in fairly large quantities in the Province, and these two important household commodities yield high profits.

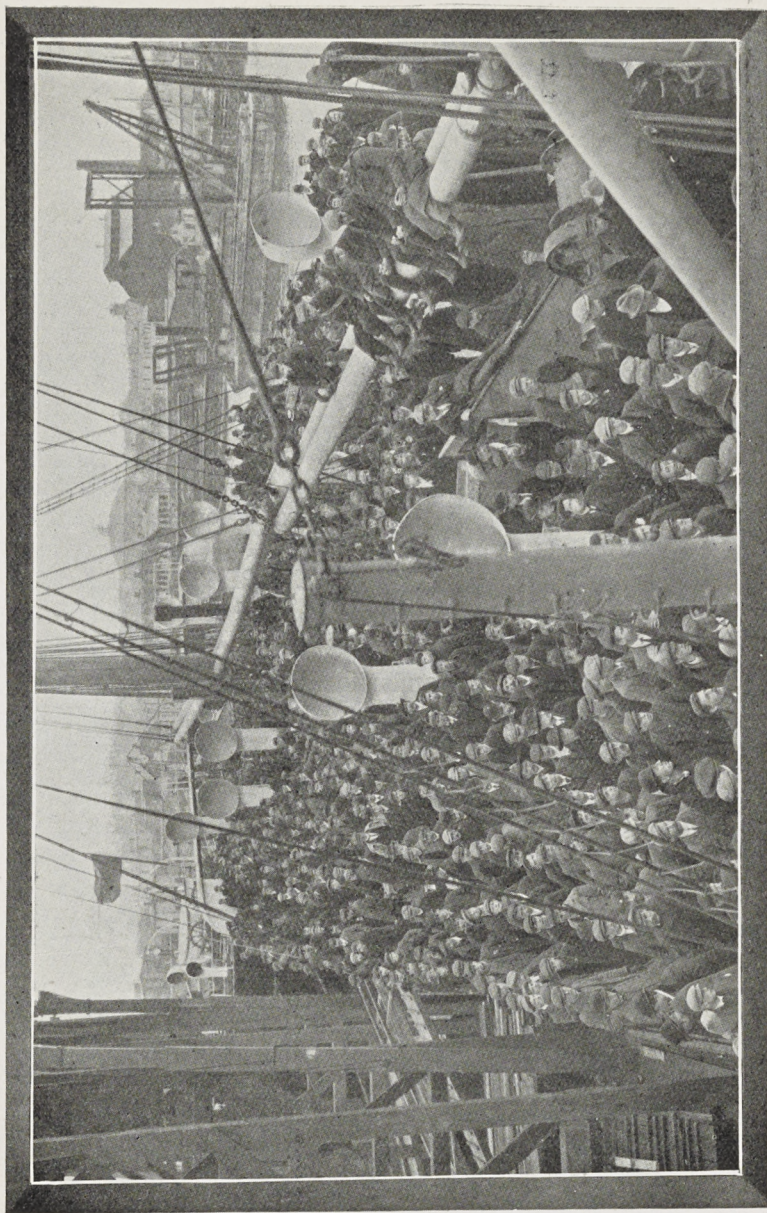
Forests and Minerals.

The forests of black spruce, white spruce, fir, hemlock, pine, cedar and birch are practically inexhaustible, the chief timber export being black spruce.

The country abounds with game and fish, one-fifth of the fish caught in Canada being taken from New Brunswick waters.

The chief minerals are iron and coal. Copper is being found in some localities. The country offers splendid opportunities to the farmer with little capital, and there is a fair demand for labourers and domestic servants.


For further particulars apply to A. Bowder, representative of New Brunswick, 37 Southampton Street, Strand, London.



BRITISH NEW-COMERS ARRIVING AT ST. JOHN, NEW BRUNSWICK, C.P.R.

Quebec.

A Shipping and Historic Port. Province of Quebec.

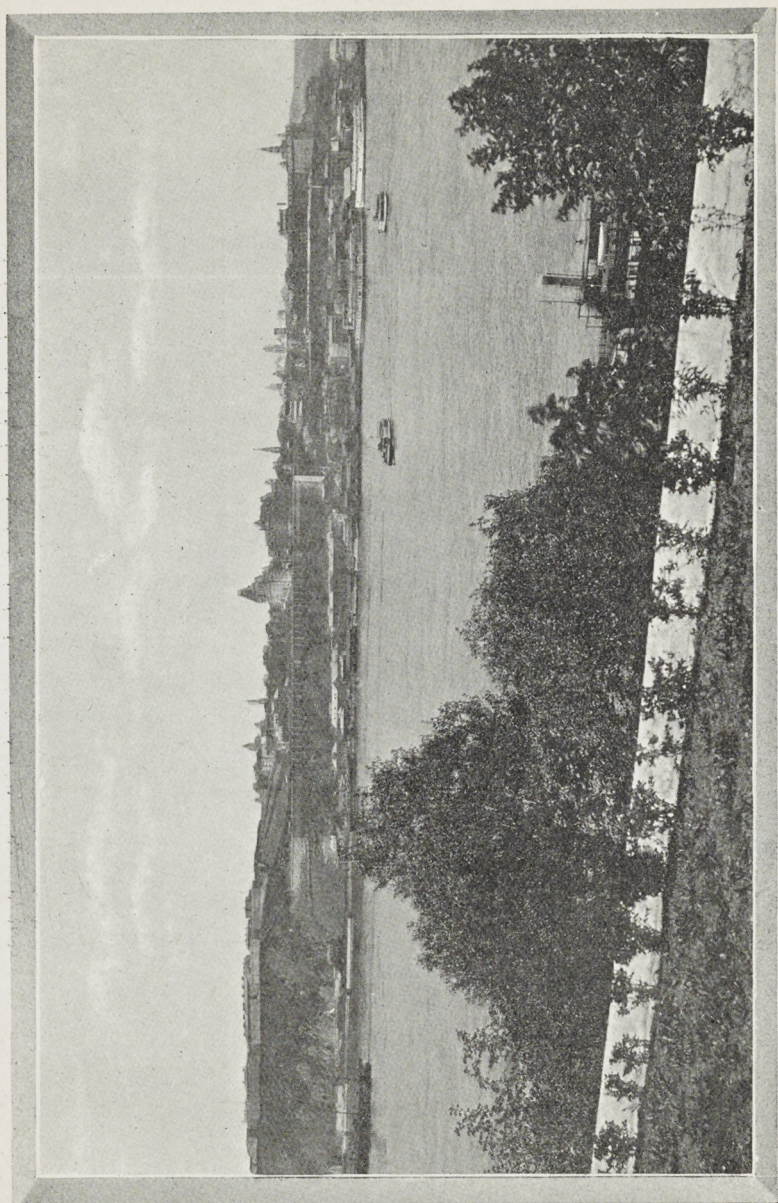
UEBEC is undoubtedly the most picturesque city in the Dominion. It crowns Cape Diamond with its citadel, and lies about it with its winding streets and old stone houses like Whitby in Yorkshire.

Within the wall of the old city, and in the charming precincts of the Lower Town, are to be found material and sights which appeal to the lover of the antique and the student of the old days of chivalry and the dawn of civilisation on this continent. The old French architecture of the houses recalls to anyone the picturesque streets of Normandy and many other portions of old France.

Even the vehicles of Quebec are foreign to any other town or city, and a drive in a *calèche* is a novelty and an experience which cannot be obtained elsewhere. The *calèche* is a two-seated conveyance which holds two persons and a driver (or "cabby," as they are known in local parlance). The "cabby" is a well-posted man on all the data pertaining to the interesting points of the city, and is a great aid to the visitor on his sight-seeing tour.

Another of the special attractions in this city are the religious edifices, some of them being the oldest on the American continent, with antiquated exteriors and beautiful interiors, with an atmosphere of romance and history that grows on the beholder and makes him long to remain and drink it all in.

Quebec, the capital of the Province, has a population of over 78,000, mostly French Canadians, who are most active in the leather industry and light artistic products particularly suited to this class of trade. The chief industries are boots and



THE OLD HISTORIC CITY OF QUEBEC, C.P.R.

QUEBEC.

shoes, wood-working, tobacco, biscuits, clothing and lumber mills, the value of manufactured products in 1911 being over \$18,388,045. The asbestos mines, located on the Quebec Central Railway, are the largest in the Province, employing over 5,000 workmen, and their annual production amounts to over \$2,700,000.

Commercial Progress.

The rapid march of progress in this quaint capital is due to the extensive shipping and railway interests of the Canadian Pacific and the healthy rivalry and competition of the Grand Trunk Pacific. Plans have recently been drawn up for the construction of extensive terminals for the new trans-continental. The Canadian Northern also have connections with the city, which insures the future development of Quebec as a central shipping and railroad city. In conjunction with this extensive programme over \$36,000,000 is to be spent in new works, chiefly connected with the shipping and railway facilities. The Quebec bridge, when completed, will cost over \$12,000,000. There are many favourable openings in the lumber industry, which will be readily appreciated from the fact that the forest area of the Province of Quebec is over 150,000 square miles, with ample electric power from the Montmorency Falls for driving pulpwood mills, which is destined to be the largest asset of the Province.

The Province of Quebec.

Quebec has an area of 347,000 square miles. This equals that of France and Prussia combined, and is nearly three times as large as the British Isles.

Its population was 1,648,898 in 1901, the greater portion of which (1,560,190) was Canadian origin ; racially, 1,322,115 were French and 290,169 British. In 1911 it stood at over 2,000,500. Nearly a million of the people are classed as rural, and most of these are the owners of the farms they cultivate. Of the 150,599 occupiers of farm lands in Quebec, 135,625 are owners. The people are well housed, there being nearly as many dwellings

The Province of Quebec.

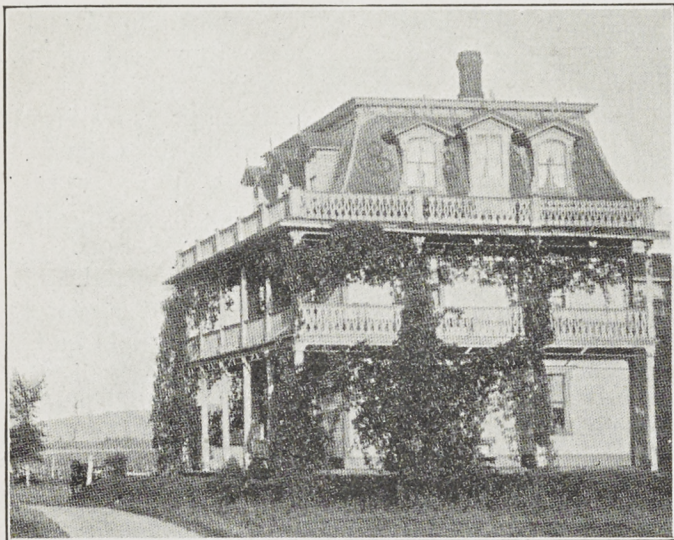
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For information apply to the—

HON. P. PELLETIER, *Agent-General for the Province of Quebec,*
36 KINGSWAY, LONDON, W.C.

QUEBEC.

as families, the overplus being accounted for by the city tenements.

Quebec falls geographically into five sections: the old ribbons of settlement along the shores of the St. Lawrence, reaching up the east bank of the Ottawa; the eastern townships, filling in the south-west corner of the Province between the St. Lawrence and the New England States, originally populated with English-speaking settlers; the Laurentide district running north of Montreal and Quebec; the Gaspé Peninsula, and the largely unexplored country to the north of the St. Lawrence from the Saguenay to the Labrador boundary.

The valley of the St. Lawrence and of the Ottawa is fertile and well populated. Railways run down both banks of the former river from Montreal to Quebec, and from Montreal west to Ontario and south to the United States. Ottawa is also connected by three lines at present with Montreal. River navigation both on the St. Lawrence and the Ottawa is admirable in summer.

North of the St. Lawrence the ribbon of settlement is not very broad, for the Laurentian Mountains erect a barrier; but the southern section of the entire Province from the river to the United States boundary and well east to Rimouski is thickly settled with farmers and dotted with picturesque and prosperous towns. Sections of this country are slightly mountainous and very beautiful, being interspersed with lakes and rivers.

In its western part this district borders on fairly populous and to some degree industrial portions of the United States—New York, Vermont and New Hampshire—and across it run railways from Montreal through these States to New York, Boston and Portland. Its eastern section, however, abuts on the great Maine Woods, and is shut off from connection with the south.

The Gaspé Peninsula is settled about its borders, and is largely given over in the summer to sport, many of its rivers being leased by fishermen, and some of its towns being summer resort colonies of great popularity.

The rivers of Quebec constitute one of its main natural features. The St. Lawrence is its chief artery, flowing right

CANADA FOR THE INVESTOR.

through the Province and navigable for ocean steamers up as far as Montreal. This brings Montreal 300 miles nearer to Liverpool than is New York.

The channel between Montreal and Quebec has been dredged and carefully buoyed at great expense by the Dominion Government, and the route from Quebec to the sea is thoroughly marked out with buoys and lighthouses. The river channel is now lighted at night, so that ships need not wait for daylight to navigate it.

The Ottawa River is 780 miles in length, and drains an area of 80,000 square miles. It is navigable, with the help of two short canals, from Montreal to Ottawa, and its upper stretches may one day form part of the great inland system of navigation connecting Georgian Bay with the Lower St. Lawrence.

The St. Maurice River is navigable for forty miles, and the Richelieu is provided with a canal to permit boats to pass from the St. Lawrence at Sorel to Lake Champlain, and so on down the Hudson River to New York.

The Saguenay is one of the most picturesque rivers in the world, the trip thither being a favourable holiday journey of the American tourist. It is navigable for large vessels for sixty miles, and its banks are in places most precipitous and imposing.

The Province boasts two famous falls, one in the Montmorency near the mouth, and the other in the St. Maurice at Shawinigan. It has a number of very beautiful lakes, notably Lake St. John, Lake Memphremagog, Brome Lake, and the myriad lakes of the Laurentian Mountains. Lake St. Louis and Lake St. Peter are expansions of the St. Lawrence.

The Isle of Orleans below Quebec is a fertile spot, which Cartier called the Isle of Bacchus. Anticosti is an immense island in the gulf, 140 miles long by 30 miles wide, but it is not suited for agriculture. It is the property of M. Menier, the French chocolate manufacturer. The Magdalen Islands lie farther south in the gulf, and possess large deposits of gypsum.

QUEBEC.

Agriculture.

Agriculture in Quebec is of a more domestic character than in some other parts of Canada. Still, its importance is shown by the fact that the farm lands and buildings were at the last census valued at over 360 million dollars, and that the annual value of its field crops was put at nearly 50 million dollars, to which should be added $2\frac{1}{2}$ million dollars for fruits and vegetables, 7 million dollars for live stock, 21 million dollars for dairy produce, over 8 million dollars for meats, 1 million dollars for maple sugar, and 2 million dollars for eggs. Wheat runs about 2 million bushels, barley a little more, oats up to over 34 million bushels, potatoes and turnips to 21 million bushels, and tobacco to nearly $7\frac{1}{2}$ million pounds.

Apples are about the only large fruit produced, but there are many small fruits, while the value of the horses, cattle, sheep and poultry marketed is considerable. The number of butter and cheese factories is over 2,000, and they are constantly increasing. Agricultural exhibitions are held in the Province, and various efforts made to encourage agriculture and dairying.

Manufactures.

The Province is the next largest manufacturing section to Ontario. It has some marvellous water powers near Montreal, at Shawinigan (on the St. Maurice), at Hull, at Valleyfield, and other places.

Minerals.

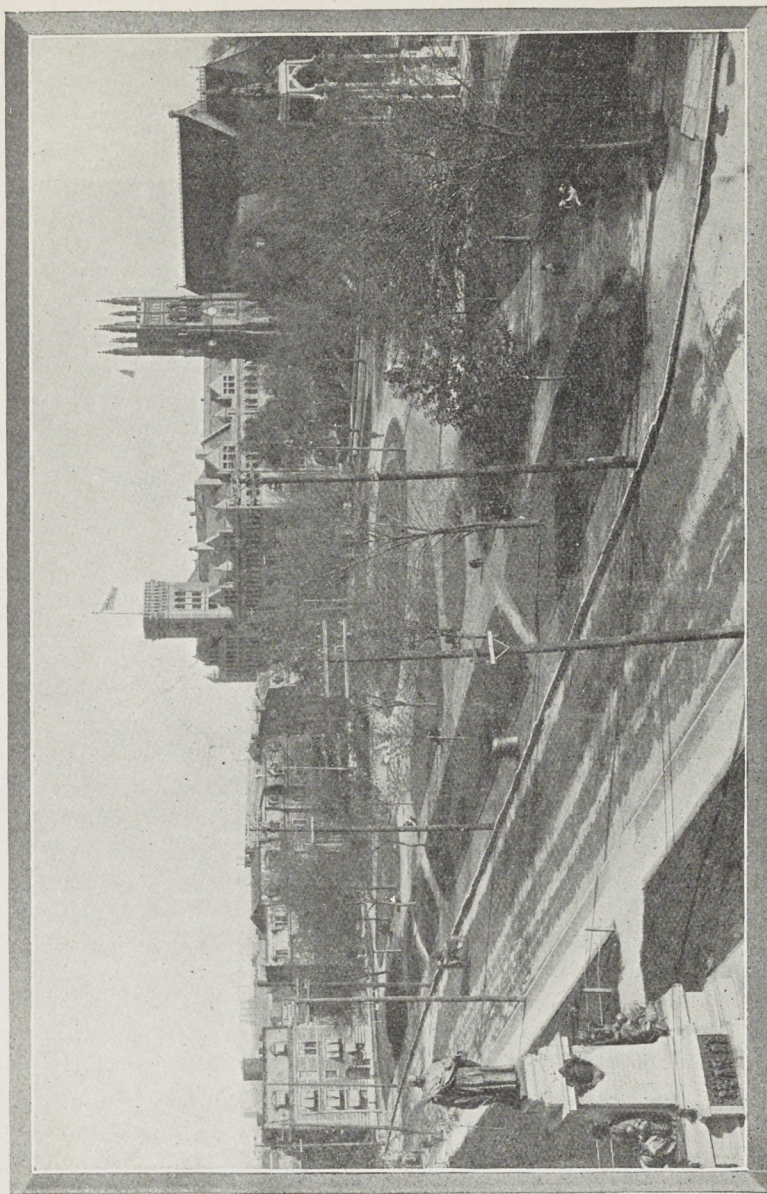
The mineral wealth of Quebec is as yet little developed. What there may lie in the northern country is not known. It is conjectured that the Chibougamau district, lying to the north-east of Lake St. John, may turn out to be another Cobalt, and certain prospectors have brought down evidence that much may be expected, but the development is as yet to come.

For further particulars, write the Secretary, Board of Trade, Quebec.

Montreal.

The great Financial and Distributing City of Canada.

MONTREAL is the London of Canada. The Bank of Montreal yields the same influx of money to the Dominion as the Bank of England does to the Empire, in which respect Montreal possesses the sinews of commercial enterprise for nearly every province. Many of the leading banks have their head-quarters in the city, including Molson's, the Royal and the Merchant's Bank. The bank clearings for the city are the highest in the Dominion, and in 1910 amounted to \$2,100,000,000, which figures in themselves should readily convince anyone of the city's future greatness and prosperity. The citizens of Montreal are alive to their responsibilities, and when the main business streets have been re-planned and re-laid with the same energy as the Harbour Commissioners have shown in the docks, the streets of Montreal may even rival the boulevards of Paris, which with its yellow cars, French language, signs, and customs it resembles in many respects. Here, as elsewhere in the British Empire, people of two distinctly different temperaments and customs work together for their respective institutions under equitable laws meeting the requirements of both. With such a safe foundation, and these material advantages, there is little doubt that Montreal will play the leading part in the financial and commercial upbuilding of the Dominion. It is destined from its geographical position to become the first gateway of transportation for the mighty provinces of the Dominion. Vast sums of money have already been spent on harbour improvements, and quite recently a comprehensive scheme was drawn up for additional extensions amounting to nearly \$20,000,000, and covering a period of twelve years. The completion of this vast project will un-



DOMINION SQUARE, MONTREAL: THE FINANCIAL AND COMMERCIAL METROPOLIS OF CANADA.
THE PROVINCE OF QUEBEC, C.P.R.

CANADA FOR THE INVESTOR.

doubtedly make Montreal one of the leading ports of the world. During my stay in the city I had the pleasure of meeting several of the heads of the Canadian Pacific and Grand Trunk Pacific, whose lines have done so much for the development of the country. The Crewe of Canada is situated at Montreal, it being the head centre of administration of one of the world's greatest corporations, familiarly known throughout the Empire as the "C.P.R." The head office and engineering works of the Canadian Pacific would be worthy of a volume to themselves. The Angus workshops are probably the largest in the world, dwarfing those of the L. & N.W.R. at Crewe or those of the Midland at Derby. Indeed, from my own observations and close acquaintance with both the former railway centres, there is no doubt that the Canadian Pacific Railway workshops are quite twice as large as these two combined.

Every Canadian industry of any importance is represented in Montreal, including sugar refineries, cotton mills, iron works of all kinds, tobacco factories, clothing factories, breweries, car shops, machine shops, sewing-machine factories, meat-packing houses, carriage factories, bridge works, electrical and mining machinery, and many of the more progressive branch houses of Great Britain. There is a fair demand for skilled labour and first-class artisans in the trades mentioned. The chief papers are the *Montreal Star*, *Montreal Herald*, *La Presse* (French), *Montreal Witness*. To those looking out for financial investments and opportunities it is well to get these papers before coming out, as they give a fair indication of local conditions and opportunities. It is advisable to do this in every instance, for which purpose I have given the names of the leading and reliable newspapers in each city throughout the Dominion in the concluding chapters.

Although about 530,000 of the people are found in the city and suburbs of Montreal, it is still true that nearly two-thirds of the whole population of the Province is found in the country districts. The farmers nearly all own their own lands and homes, and for the most part very good homes they are. Social life naturally takes somewhat different forms among the French and English, but it is highly developed in both. The city has

MONTREAL.

grown from a small village of fifty lodges in 1535 to 407,000 inhabitants. Its banks and business houses are famous in all America, and some of them over seas. The first Young Men's Christian Association in America was organised here, and here too was formed the first Hunt Club on the continent, and each in its own way is a credit to the founders.

In McGill University the city possesses an educational institution equal to the best, and in the Royal Victoria College a splendid school for women. At the entrance of this women's college there is a statue of Queen Victoria by the Princess Louise. Redpath Museum and Redpath Library are allied to McGill.

The Peel Street High School is next in importance. Eleven hundred and fifty students attend there daily. They begin with the kindergarten course and matriculate for the University. Then there is the Aberdeen School for boys with an average daily attendance of seven hundred and fifty.

Laval University is the leading Catholic College. Here the French Canadians study law, theology, medicine and art.

The College of Montreal is also a French Catholic institution, occupying the historic site of the old Fort de la Montague. Two of the old towers still stand on the college ground. One of these old towers bears the following inscription in French :—

“ Here rest the mortal remains of François Therenhiange Huron, by his piety and probity the example of the Christian and the admiration of the unbeliever. He died, aged about one hundred years, the 21st April, 1690.”

A tablet on the other tower commemorates the work of a nun who taught the natives. St. Mary's College for boys is conducted by the Jesuits, as is also Loyola College, Drummond Street.

There are many interesting monuments and ancient landmarks in Montreal. The city, the country, the world at large, are deeply indebted to the Antiquarian Society of Montreal for saving from destruction these landmarks, for setting a stone or writing a sign that commemorates some of the most interesting happenings in the history of Montreal.

Among the old houses of history perhaps the most interesting is the famous Château de Ramezay, erected in 1705 by Claude

CANADA FOR THE INVESTOR.

de Ramezay, Governor of Montreal. It was afterwards known as Government House, and was occupied by the American General, Montgomery, during the time he held the city. Here, too, the American Congressional Commission, composed of Franklin, Chase and Carroll, sat many days and nights trying to persuade the Canadians to join the thirteen states in the rebellion against King George III. The ancient redoubts are there, and much of the old furnishings and many relics of other days. This is one of the landmarks now held for the people by the Society above mentioned.

Montreal is well supplied with hotels, the "Windsor" being the oldest and best known. Of the many clubs the most exclusive is the Mount Royal. The St. James is an older club, having a membership of over two hundred. Then there are athletic clubs, golf clubs, yacht clubs, and numerous other clubs that encourage healthful outdoor sports.

Of the many suburban summer resorts on and about the island Ste. Anne de Bellevue is unquestionably the queen.

Montreal possesses one of the finest athletic institutions in the world. The fine buildings of the Montreal Amateur Athletic Association compares favourably with anything to be found in London, New York or Berlin, being replete with the latest athletic appliances, reception-rooms, lecture-rooms, shooting gallery and gymnasium, which, together with two large modern plunge baths, makes it an ideal home for the most exacting athlete.

For further particulars, write Secretary, Board of Trade, Montreal.

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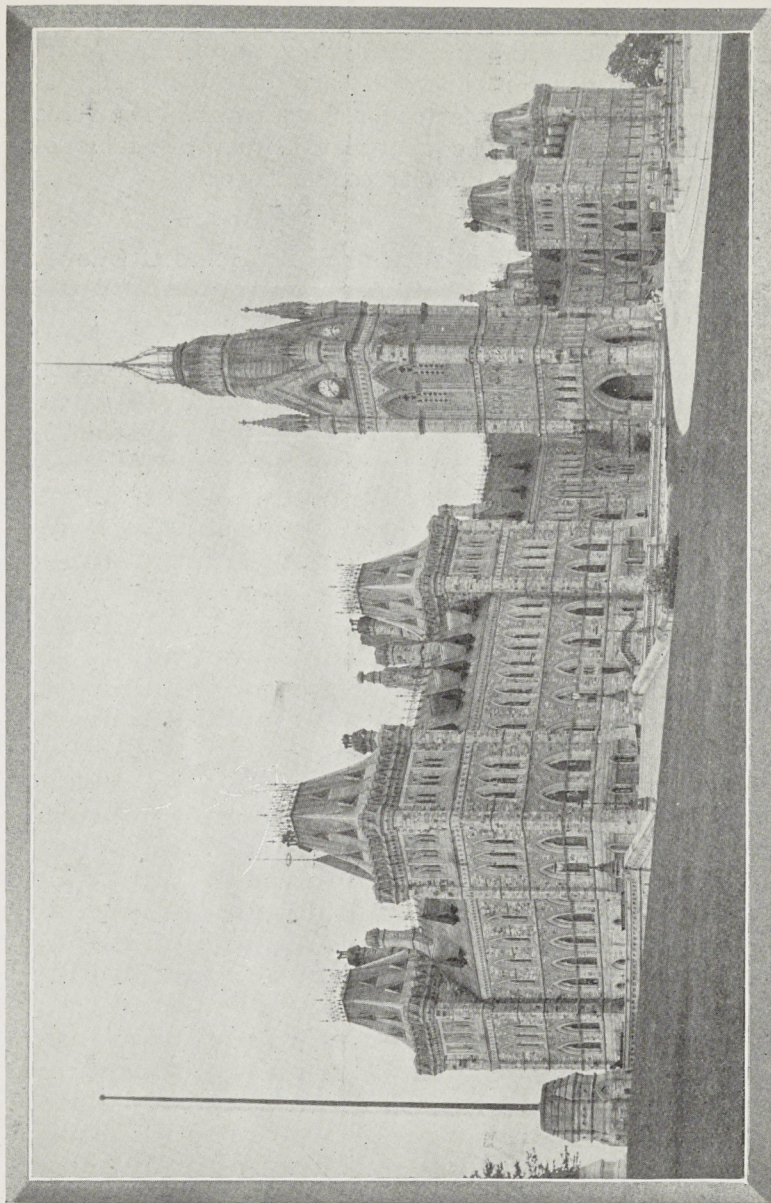
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The Capital of Canada and Seat of Government. Province
of Ontario.

TTAWA, the political capital of the Dominion, is a city of beautiful homes, and superb buildings of the highest architectural order, the finest specimen undoubtedly being the Parliamentary Buildings, which, as regards their site, splendour, and regal outlines, excel all other structures in the Dominion. Parliament House is exceedingly effective in colour, and the perfection of Gothic detail stands out in beautiful lines, especially in the noble towers surrounding it. There are few groups of buildings in Great Britain or Europe so pleasing to the eye, or that appeal more strongly to one's sense of dignity and beauty. The fine buildings and noble eminence of its public buildings remind one of Princes Street, Edinburgh, or the fine buildings of Brussels, the classic outlines being still clean from the smoke of industry, bringing out the buildings in prominent relief to the highest advantage. There is an old adage that says, "God made the country, and man made the town." In Ottawa man must have followed closely in his Master's footsteps, for it goes without contradiction that there is no city in Canada or in the States which possesses the noble and commanding site and picturesque surroundings, combined with the great natural advantages of the capital city. The splendid views from the higher reaches of the city remind one of the scene from Arthur's Seat in the capital of Scotland. The cliff overlooking the Ottawa, north of the Parliament Buildings, commands a magnificent view of the Falls of the Chaudiere, and of the Lake above, with the broad river immediately



PARLIAMENT BUILDINGS, OTTAWA,
THE SEAT OF THE DOMINION GOVERNMENT.

CANADA FOR THE INVESTOR.

below, the white coal power of which suggests unlimited possibilities, making the industrial progress of the capital capable of advancing in line with any of the great cities depending upon this great factor for cheap power. The value of this to Ottawa will be appreciated from the table of comparisons supplied by the city commissioner.

Horse-Power of Falls within a radius of fifty miles of Ottawa.

On the Ottawa River and Tributaries (above the city of Ottawa): Chats, 141,000 horse-power; Portage du Fort, 49,000; Mountain Chute, 62,500; Grand Calumet, 186,000; Coulogne River, 24,120; Black River, 21,000.

Mississippi River: Galleta, 1,800 horse-power; Pakenham, 900; Blakeney, 1,080; Rosamond's Rapids, 720; Almonte, 3,000; Appleton, 540; Carleton Place, 1,000; Innesville, 540.

Madawaska River: Rapids above Arnprior, 1,400 horse-power; Burnstown, 1,400; Rapid near Springtown, 1,120; Calabogie and Lake, 3,640; Madawaska High Falls and Rapids, 10,360.

Bonnechere River: Castleford and Rapids above, 1,120 horse-power; Renfrew and Douglas, 2,000; Quyon River, 80.

Tributaries below Ottawa City: (Gatineau River) Farmer's Rapids, 24,500 horse-power; Chelsea Mills, 47,790; Eaton's Chute, 24,508; Cascades, 14,000; Wakefield, 12,000; Pagan Falls, 73,500; Peche and Blackburn Creek, 357; Petite Nation River, 1,600; Blanche River, 1,600; Priest's Creek, 240; Little Branch River, 250; Clay Creek, 120.

Riviere du Lievre: Buckingham Station, 9,000 horse-power; Rheume Falls, 4,000; Dufferin Falls, 12,500; Upper Falls, 5,200; Little Rapids, 500; Cascades, 2,000; High Falls, 36,000;

Giving a total of 783,985 horse-power, of which only 65,000 is at present being transmitted for industries in the city and saw mills around Ottawa. This, combined with the great areas of lumber, makes Ottawa one of the principle lumber manufacturing centres of the world, the greater proportion being exported to Great Britain. The mills give employment

OTTAWA.

to over ten thousand French Canadians, who work in night and day shifts for at least seven months in the year. Through the courtesy of a prominent Member of Parliament, a large owner of lumber mills, I visited several of the largest mills for making paper from wood pulp, and found the process very interesting and simple, although the working conditions are open to improvement, and a stricter attention to factory rules would no doubt improve the working conditions of the employee. The natural and seemingly unlimited supply of timber is materially assisting to make Ottawa one of the great industrial sections of Canada. Ottawa possesses the advantage of practically all the Canadian cities destined to become great industrial and commercial centres, which is due to the distance between it and Montreal, or any other industrial point, permitting the home supply to be catered for, besides the great territories of demand round each similarly situated city. A casual view of the map shows most forcibly how important this is to those cities already in the van of progress, and whilst healthy rivalry and competition may come from cities yet unheard of, the great centres of industry, commerce, and transportation, owing to securing the trade of the vast territories between each, have a great and lasting advantage, which will undoubtedly be the means of laying the foundation of some of the largest manufacturing cities yet heard of in the history of the industrial world.

Ottawa a Railroad Centre.

Ottawa is fast becoming a great railway centre, and occupies a position as fortunate as it is unique. This city will be the natural terminus of all roads coming from the north, and all roads of any importance running east and west will pass through it. One of the reasons why Ottawa is the most popular city in the Dominion of Canada for the purpose of holding conventions is the indisputed fact that it can be reached by delegates from all the Provinces at a lower average cost than can any other city between the Atlantic and the Pacific Ocean.

CANADA FOR THE INVESTOR.

The following are the railways passing through or terminating in Ottawa : The Canadian Pacific Railway (Trans-continental Line ; the Short Line ; the North Shore Line ; the Gatineau Valley Division ; the Prescott Division ; the Brockville Division ; the Ottawa, Hull, and Aylmer Electric Branch) ; the Grand Trunk Railway (Canada Atlantic Division, extending from Coteau to Parry Sound, to Swanton, Vermont) ; and the New York and Ottawa Railway. The Ottawa Smith's Falls and Kingston Railroad is likely soon to be constructed, and when completed will be operated by the Grand Trunk Railway. The capital will also, at an early date, be on the main line of the Canadian Northern Railway.

Several electric roads, to run from the capital to near-by towns on the St. Lawrence and Ottawa Rivers, are now being planned and mapped out, and will no doubt materialise in the very near future.

Industrial Opportunities.

Wood-pulp, timber for nearly every class of trade, iron, coal, sandstone and pottery clay, and other raw materials are within reach, waiting the development of the capitalist.

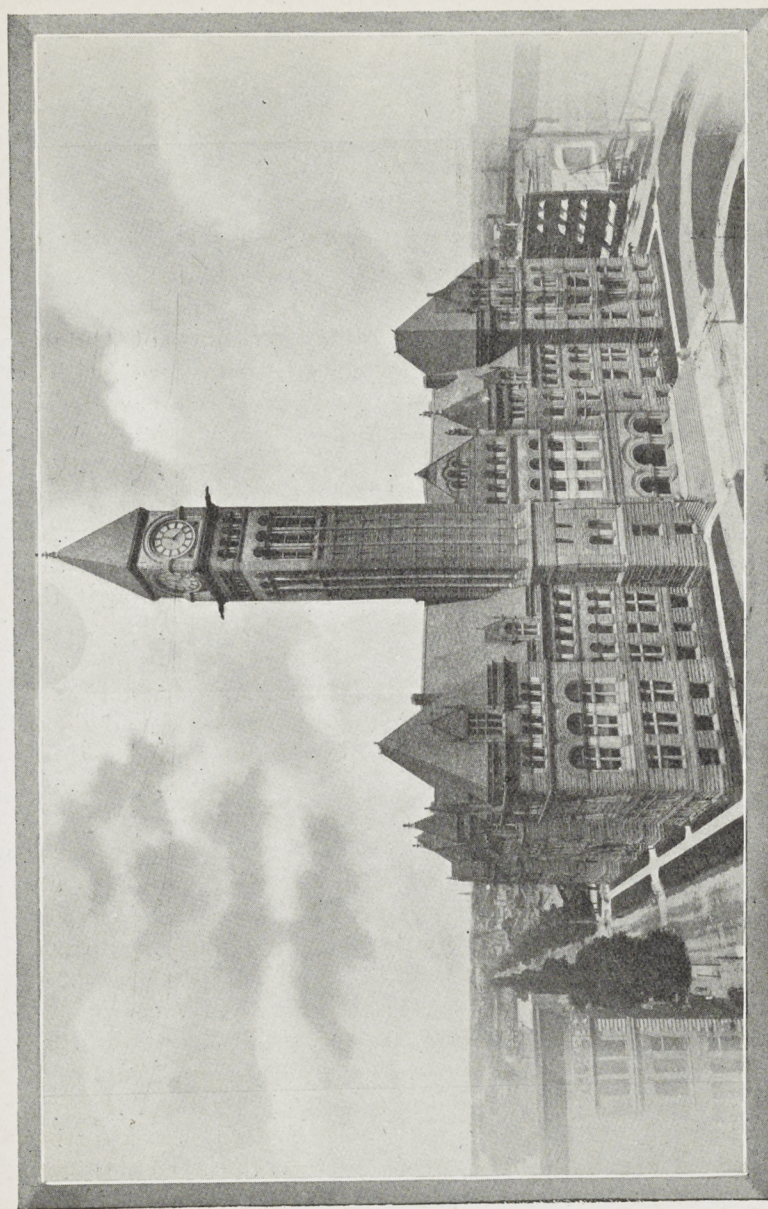
For full particulars and further information write H. W. Baker, Industrial Commissioner, Ottawa.

Toronto.

The Second Largest Manufacturing and Financial Centre of
Canada.

TORONTO is the Capital of the Province of Ontario and the seat of the Provincial Government, with a population of over 376,500, within a civic area of nearly thirty-five square miles. It has over 1,000 factories, including foundry products, wood, leather, clothing, agricultural implements, distilleries, breweries, employing over 70,000 hands, and having a capital invested in manufactories of \$90,000,000, which figures justify the above title for this great manufacturing and financial metropolis, making it the second city in importance in Canada.

The name "Toronto" is derived from the Huron word signifying "place of meeting." In 1749 the French established a chain of posts or forts through the entire west and down the Mississippi Valley, and two forts, one at Kingston (Fort Frontenac) and one at Toronto, called Fort Rouille. In 1756 this fort, on the west side of the present city, was destroyed to prevent its falling into the hands of the English. In 1793 Governor Simcoe, finding Niagara or Newark too close to the American side—indeed, right under the guns of an American fort—for the seat of Government, crossed Lake Ontario and established his head-quarters in a tent on a site to the east of the present city. In this tent he passed a whole winter before a government house could be erected for his use. In 1812 Toronto, called York by Governor Simcoe, was captured, burned and looted twice in the same year by the American Army and Navy. In 1834 it was incorporated as a city with its present name, Toronto. In 1837 it was the scene of a brief and ineffectual rebellion under William Lyon Mackenzie.



CITY HALL, TORONTO: TYPICAL OF THE FINE BUILDINGS OF THIS CITY.

TORONTO.

Since that time its history has been purely civic, without interests other than those attaching to prosperous growth. The growth of population has been rapid and substantial. In 1793, when Governor Simcoe landed, there were only two Indian families. In 1834 the population was less than 10,000. In 1861 it had increased to 44,821, in 1871 to 56,092, and in 1881 to 86,415.

The commerce of Toronto has grown with the growth of the city. Between 1870 and 1911 the imports increased from a little over \$7,000,000 to over \$68,000,000 per annum, while the value of the products manufactured in the city in 1910 reached \$120,000,000, and the development is rapidly going on. As a location for manufacturing and commercial establishments, the city possesses many advantages for the production of almost every class of goods. Its growth in every direction is so noticeable that little need be said to prove its claim to having the most favourable conditions for the production and distribution of goods. It has water communication east and west to many important centres, and its railways have exceptional trade-handling facilities. In addition to these advantages, the city will in a short time be in a position to offer manufacturers an abundant supply of cheap electric power from Niagara Falls. Banking is largely represented in the city, and there are numerous newspapers and periodicals published, including *The Globe*, *Mail and Empire*, *News*, *Toronto World*, *Star*, *Telegram*.

In educational institutions Toronto is very rich. The University of Toronto, which was burned to the ground in 1890, was a very imposing structure, and restored on the old plan is well worthy of its noble site and splendid grounds. Federated with the University are Victoria University (Methodist), Trinity College (Anglican), Wycliff College (Anglican), Knox College (Presbyterian), and St. Michael's College (Catholic). The teaching staff in 1910 numbered 375, and the students 4,000. It is now generally recognised as one of the great Universities of the world. There are also the Normal School, several Collegiate Institutes, endless Public Schools, Separate (Catholic) Schools and Convents, and Schools

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of Pharmacy, Dentistry and Veterinary Sciences. Toronto has a Public Library (1910), which now contains about 153,000 volumes; the University Library, destroyed by fire in 1890, but gradually reaccumulating until it boasts upwards of 100,000 volumes; while the Law Library has 50,000 volumes. Each of the colleges has a select library for its own purposes. Its public baths and playgrounds are the finest in the Dominion.

From personal observations there is no doubt Toronto offers exceptional opportunities to the highly-skilled mechanic, artisan and labourer.

The following tables give a fair idea of the wages given in the trades alluded to, which are slightly lower than the rates of the Western Provinces, although they vary a little in the different centres of Ontario.

For further particulars write The Secretary, Board of Trade, Toronto, Ontario.

Average Rate of Pay of some General Callings.

School Teachers	..	..	\$500 to \$1,000 a year.
Trained Nurses	..	..	\$3.00 per day.
Shop Assistants	..	..	\$25 to \$50 per month.
Stenographers	..	..	\$35 to \$60 „
Dressmakers	..	..	\$2.00 to \$2.50 per day.
Milliners	..	..	\$35 to \$50 per month.
Domestics	..	..	\$15 to \$25 „

Bricklayers	..	..	45c. an hour.
Masons	..	..	\$5.00 per day (Vancouver).
Carpenters	..	..	35c. an hour.
Lathers	..	..	\$3.50 per day.
Painters and Decorators	..	..	35c. per hour.
Plumbers	..	..	30c. „
Gas and Steam Fitters	..	..	50c. „
Building Labourers	..	..	25c. „
Wiremen	..	..	25c. to 35c. per hour.

NOTE.—\$1 = 4s. 2d. 25c. = 1s.

Hamilton.

The Ambitious City.

HERE are several important manufacturing cities in Ontario, including Brantford, Berlin (the German city), Paris, Galt, St. Catherine's, Welland, Peterborough, Niagara Falls, Guelph, all of which, with the exception of Peterborough, are practically linked up with the Hamilton Street Railway system and the different roads controlled by the cities alluded to. They are all thriving and progressive manufacturing cities, mostly driven by electric power distributed from the great Niagara electric-power houses. There is a striking similarity between these cities ; it will therefore serve our purpose to describe more particularly the leading features of Hamilton, in which the author resided for several months, visiting the other cities from this centre.

The city of Hamilton is known throughout Canada as the "ambitious city" ; it may also be justly described as the "electric city," or, in the expression of the author after observations extending over a period of twelve months, "the manufacturing and garden city of Canada." The latter title seems more fitting than the usual slogan, as it is termed, being borne out by the fact that many of its factories are surrounded, in fact completely hidden, by stately avenues of maple trees. Hamilton possesses many advantages for the capitalist and manufacturer. Situated at the head of Lake Ontario, it furnishes excellent facilities for transportation by rail and water, and the latter, when the great waterways of the Dominion are bearing their full tonnage, will play no small part in the future greatness of this city. The finest panorama after leaving Montreal is from the mountain-top at Hamilton, reached by a

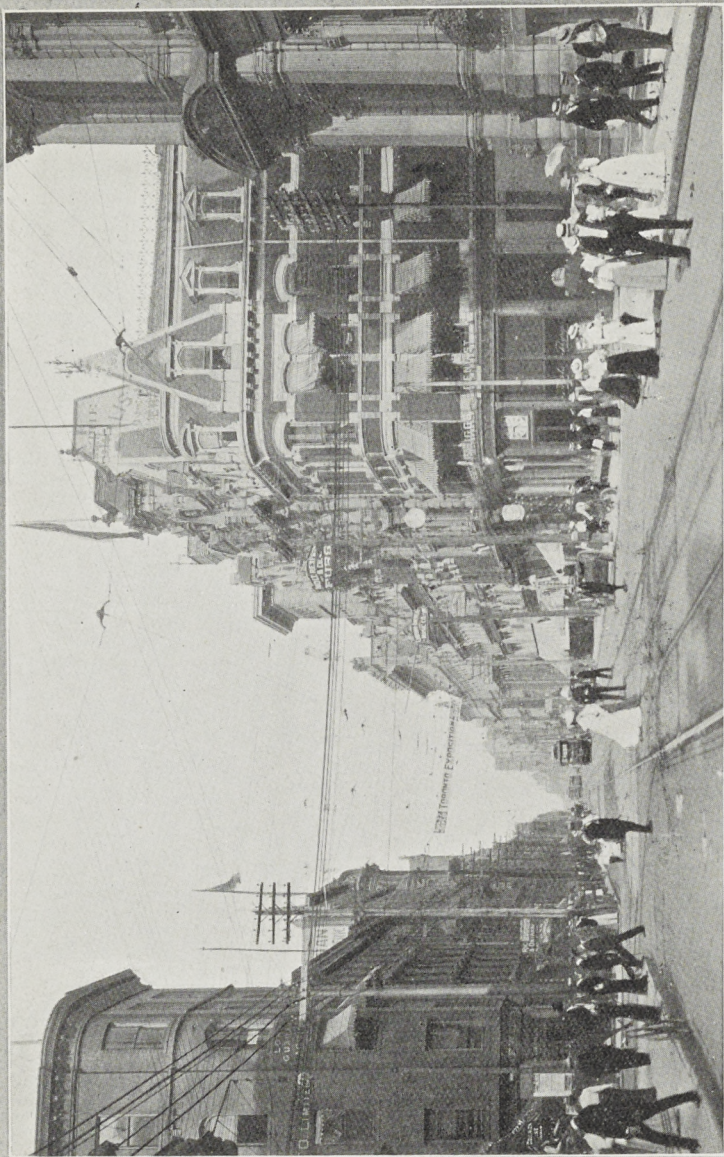
CANADA FOR THE INVESTOR.

modern incline railway, the view on reaching the summit reminding one of the Berea, Durban, South Africa. Indeed, there is no place in the British Empire that so forcibly brings back the memory of that garden city of Natal. The city is splendidly laid out in open parks, playgrounds, fine thoroughfares, and excellent aquatic facilities in Hamilton Bay (making it an ideal residential location). A street drive in any direction, and especially along the mountain road, presents a very gratifying contrast when compared from the mountain ridge (which is really the same as that over which the Niagara plunges). The city lies at one's feet, with the harbour and fair waters of Lake Ontario glistening in the sun to the far horizon. Eastward, as far as the eye can reach, lie the thousand peach orchards of the Niagara peninsula, stretching some forty odd miles to the Falls themselves. It is the products of this fertile plain which have made the district famous, the fruit market any morning during the summer months being undoubtedly the finest for substantial and delicious variety of any in the British Empire. One dollar (4s. 2d.) well spent here would stock an average house for a week. This is a great asset for the artisan and labourer in a manufacturing city of the proportions of Hamilton. It is in manufacturing, however, that Hamilton's real ambition lies, which will be readily appreciated from the fact that there are some five hundred concerns employing over 22,000, representing a capital investment of \$40,000,000. The excellent and unlimited water supply, cheap electrical energy, supplied by the Cataract Power Company at \$14 to \$15 per horse-power per annum, has been a potent factor in the industrial development of the city. This, combined with a cheap supply of natural gas, places it in the first rank as a manufacturing city. Its chief factories are agricultural implements, electrical machinery, wood-working machinery, wire fence, drawn steel, bridge works, cream separators, cereal foods, cigar and tobacco factories, jams and preserves, brass foundry, clothing factories, and many other small industries, practically every branch of trade supporting a population of over 82,000. Recent additions to one of the largest American

HAMILTON.


concerns will alone employ before the dawn of 1913 over five thousand men, which at this rate will in a short time make it the second, if not the first, great industrial centre of Canada. There are innumerable opportunities for the capitalist and manufacturers requiring cheap motive power. Hamilton, in connection with other industrial centres of Canada, has recently appointed a Commissioner of Industries, and any inquiries directed to this department at the City Hall, Hamilton, will be answered with complete information of the opportunities afforded for British capital, manufacturers, and openings for the middle classes of Great Britain.

For further information address The Industrial Commissioner, City Hall, Hamilton.



KING AND YONGE STREETS, TORONTO.
THE PICCADILLY OF CANADA.

Ontario as a Prospect for the British New-comer.

 NTARIO undoubtedly offers more opportunities for mixed farming, fruit growing, and dairying than any other part of the British Empire, made possible by the fact that climatic conditions in certain sections of the Province resemble those of the southern counties of Great Britain, and in the seasons the more bracing climate of the north-eastern counties.

To the Farmer with Capital.

If the tenant farmer should come with some capital there lies before him the opportunity of settling down where the rough experience of the pioneer is overcome and past. Improved land may be purchased at from \$30 to \$70 per acre, the value of the buildings being included in the higher figure. Farms may be bought at \$500 and at prices all the way up to \$50,000. In the list of improved farms for sale the price named for the farm includes land and buildings, but not stock or implements, unless mentioned. The farmer will usually accept a partial payment in cash with mortgage security for the rest. The price is not for leasehold, but for a sale in fee simple. The tax is not levied by the Government, but by the local municipality, and is very reasonable, amounting usually to about 50 to 60 cents on the \$100 of property value. There are various reasons for farms being offered for sale. In many cases the farmer's sons have secured new farms in Northern Ontario or more especially in the North-West Provinces, and the head of the family, thus left dependent on hired help, often inefficient, is desirous of

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retiring from active work. In other cases these farms belong to men with other businesses, who rent their farms, and this generally means a falling off in attention and fertility. And in others there is the mere desire to realise a good profit. Some of these farms are offered at prices much less than the yearly product would warrant, thus giving the opportunity of a splendid investment for the man of some capital who desires a healthy and independent life.

As already shown, there is in Old Ontario a network of railways, affording transport for farm produce to the various towns and cities throughout the province. With the expansion of the country's prosperity, the rise in population, the increase of manufacturing industries, and the enlargement of towns and cities, the investment in a farm receives a corresponding advance in value. Meantime the settler does not need to wait for comfort and civilisation in Old Ontario; he is in the midst of it now. The people are mainly of British stock, with the general uniformity of thought and aim that belongs to the Anglo-Saxon race. There are fine schools and a free education, secondary or high schools, colleges and universities, and there are churches belonging to all the leading denominations. In his own particular calling the farmer has the instruction and encouragement of such societies as the Farmers' Institute and the Women's Institute, and the ever ready guidance of the Department of Agriculture for the Province.

The author recently had the pleasure of an interview with Mr. H. A. Macdonell, Director of Colonisation, Parliament Buildings, Toronto, who kindly desired him to ask readers to apply to him for further information, or to Mr. Colcock, Ontario Government Agent, 163 Strand, London, W.C.

NEW ONTARIO.

THE NORTHERN LAND OF OPPORTUNITY.

New Ontario, called also Northern Ontario and Upper Ontario, is an immense section of the Province practically at the commencement of its development. Into this great

ONTARIO FOR BRITISH NEW-COMERS.

Northland, 140,000 square miles in area, the British Isles could be placed, and there would still be a margin of 20,000 square miles left—a land of 20,000,000 acres of virgin soil, proved in portions tapped to be as productive as the soil of Southern Ontario ; a land of vast forests and of lakes and great rivers.

ONTARIO.

THE FRUIT AND VEGETABLE PROVINCE.

Ontario, Canada, is a wedge-like province, bounded on the east by the Province of Quebec and the River St. Lawrence, on the west by Manitoba, on the north by Keewatin and James Bay (an extension of Hudson Bay), and on the south by the Great Lakes and the United States. It is 750 miles at its longest from north to south, 1,000 miles from east to west, and it covers an area of about 200,000 square miles, or 78,000 square miles larger than Great Britain and Ireland.

Climate.

In a province so large in area it would be impossible to expect a uniform climate in every part. Altitude, lake and prevailing wind have their governing influences on the temperature. Generally speaking, the heat of summer is strong, but not continuous enough to enervate as in southern climates, while the frost of winter is sharp, in high northern parts intense, but everywhere bracing. In winter the temperature of the northern part of the Province is more uniform than in the south, but in spring and summer the variation is less marked. Summer extends from early in June till late in September, autumn from then till the end of November, winter till the end of March, and spring till the beginning of June. The rainfall is sufficient, and there is no need of irrigation. Fogs and injurious winds are uncommon. The air is dry and the sky is clear like the azure of Italy. The duration of bright sunshine is remarkable. Though latitude is not enough to go by, yet in a country whose southern boundary touches the same

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latitude as the south of France a beautiful sky need not be a marvel. The autumn is particularly pleasant. To people from the humid atmosphere of the British Isles the climate is exhilarating, and the prolonged period of unclouded sky is delightful.

Soil.

Ontario is not a country of hills, but of a character gently undulating, as in England. In Old or Southern Ontario the nature of the soil is usually clay loam or sandy loam, rich and retentive. With such a climate the soil is capable of a great diversity of products and the best results, direct or indirect, in cereals, roots and fruits, in live stock and in dairy produce. A large proportion of the land is of excellent quality. In New or Northern Ontario the clay is deep and easily worked. Sixteen million acres of good arable land have been discovered in that region within recent years. Wheat has been produced there which is of as good a quality as Manitoba No. 1 hard. Northern Ontario is about three times the size of Southern Ontario, and offers great inducements to the intending farmer, as does the whole Province. The great drawback of Northern Ontario, and one generally recognised, is the amount of clearing to be done.

Agriculture.

Ontario is the richest, best developed, and most populous Province of the Dominion of Canada. Nevertheless, taken as a whole, its vast resources are practically only at the beginning of the development; while its population, estimated at 2,249,258, is relatively small, only 20 per cent. of the Province being thickly settled. Although its mineral resources, especially in nickel and silver, are of universal interest, its forests are among the largest in the world, giving very favourable opportunities to the lumbering industry, and its manufactures considerable, yet Ontario is in the first place an agricultural country. Over 14,000,000 acres are cleared. In the more populous parts there are 175,000 farms, whose values range

ONTARIO FOR BRITISH NEW-COMERS.

from \$1,000 to \$50,000 and over. The field crop is between one-third and one-half of the total value for the whole Dominion. Agricultural produce has increased 60 per cent. in value during fifteen years, and there are over \$1,000,000,000 invested in lands, implements, buildings and stock, while there is an annual production of almost \$300,000,000. "The agricultural interests of the Province of Ontario are second to none of any country or state of equal size on the continent of America."

Eleven Acres and Independence.

The owner of an eleven-acre lot situated near Walkerton, in Bruce County, a town of over 3,300 inhabitants, states that the money returns from his crops, based on the average of a number of years, are as follows:—

		\$	£	s.	d.
1 acre strawberries (newly planted)	..	275	56	10	1 $\frac{3}{4}$
$\frac{3}{4}$ „ raspberries	.. ..	235	48	5	9
$\frac{1}{2}$ „ gooseberries and currants	..	100	20	10	11 $\frac{1}{2}$
1 $\frac{1}{4}$ „ plums and cherries	.. ..	200	41	1	11
5 „ apples	.. ..	600	123	5	9
1 „ tomatoes	.. ..	125	25	13	8 $\frac{1}{2}$
$\frac{1}{4}$ „ potatoes and vegetables	..	10	2	1	1 $\frac{1}{4}$
Returns from 100 poultry	.. ..	100	20	10	11 $\frac{1}{4}$
		<hr/>	<hr/>	<hr/>	<hr/>
		1,645	338	0	3 $\frac{1}{4}$
Wages of extra help and incidental expense	.. ..	500	102	14	9 $\frac{1}{2}$
		<hr/>	<hr/>	<hr/>	<hr/>
Balance	.. ..	1,145	235	5	5 $\frac{3}{4}$

The owner does not consider this a bad return for his year's labour, although it should be said that he does not devote his whole time to the eleven acres in question.

Conditions for Buying a Fruit Farm.

Where to locate.—In selecting a section in which to locate it is obviously an advantage to choose one where others are

largely engaged in the kind of business that you intend to follow. For example, the apple growers of the north shore of Lake Ontario succeed not only because they have favourable natural conditions for the growing of export varieties of late apples, but because there is a grouping of interests that are identical. The large apple houses at such points as Colborne, Grafton and Belleville, the numerous buyers and shippers, the conveniences for shipping, the abundant supply of barrels and other accessories, make such sections the sort of location for intending apple growers. The intending grower of peaches, pears, grapes, etc., should locate where co-operative selling companies flourish and where large canneries will take the surplus. The grower of strawberries and small fruits and vegetables may dispose of his product either in the market or to the canning factory. If he is able to locate in a section where there are good shipping facilities, and where there is also a cannery operating, he has an advantage over those to whom only one method of marketing is available. Make your selection relative to the market you intend to serve.

Mistakes to be avoided.—The following mistakes are apt to be made by the novice in buying a fruit farm :—

(1) Locating too far from shipping points or buying centres. Land for fruit growing depreciates in value in proportion to its distance from such points. If you have to carry your fruit four or five miles each day to a shipping point it will take a man half his time and the services of an extra horse.

(2) Buying too many acres. It is a common delusion to think that if one acre yields a net income of \$100 from a certain kind of fruit, therefore fifty acres planted to the same kind would yield \$5,000. Possibly it would if the owner were able to manage fifty acres as he would one, and at the same time proportionate capital ; but usually the greater acreage the less the net profit per acre. Ordinarily it pays better to buy a twenty-five-acre fruit farm than one of fifty acres.

(3) Choosing a farm ill-adapted to the purpose, where the soil is suitable or where the facilities for drainage are not good.

(4) Buying a fruit farm without knowing whether the

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varieties already planted are profitable varieties. This is a mistake that is very frequently made. The novice simply takes the number of trees of apples, pears, plums, grapes, etc., and estimates the value accordingly. Not being an expert with regard to the sale value or productiveness of varieties, no wonder he is often sadly disappointed when the time comes for reckoning his annual profits. If the buyer is not sufficiently posted himself, he should consult some expert whose advice would be reliable.

OTHER FEATURES OF ONTARIO.

Minerals.

With the exception of coal, all the principal minerals are found in the Province—gold, silver, iron, copper, lead, etc. The mineral production in 1908 was over \$25,000,000, including \$9,000,000 for non-metallic Portland cement, brick, lime, etc., and in the six years from 1903 to 1908 \$117,000,000. The value of iron ore for 1908 was \$574,839; of pig iron, \$4,390,839; of copper, \$1,071,140. Sudbury is the greatest nickel-producing district in the world, and one of the two sources of its supply, the value for 1908 being \$1,866,059. Cobalt is one of the largest mineral fields discovered during the last forty years. Its deposits of silver are the richest in the world. In 1910 the value of silver (including concentrates) was valued at nearly \$16,000,000.

Forest Resources.

The area of forest yield in the Province is estimated at 102,000 square miles, while that covered by timber license is about 20,000 miles. The average cut of pine from 1896 to the end of 1907 was 673,000,000 feet per year, and for the last two years, 1907-8, it was 710,000,000. The quantity still standing on licensed land is estimated at 7,000,000,000 feet, on unlicensed territory 13,500,999,000 feet, while the pulp-wood is estimated at 300,000,000 cords. Ontario's pine forests are the most valuable on the continent of America. It has

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fourteen pulp mills and twenty-two paper mills, with an output of 631 and 346 tons respectively per twenty-four hours. The value of lumber sawn in 1905 was \$31,626,222. The total revenue from woods and forests for timber dues, bonus, ground rent, and transfer fees in 1908 was \$1,786,338. The province has a total area of forest reserves and National Park of 18,324 square miles. The supply of the world's timber is getting exhausted, so that in a few years Canada will be one of the few remaining exporting countries, and her timber will be the source of vast wealth.

Fisheries.

The Great Lakes, with one or two smaller lakes, of the Province, in which the fishery industry is carried on, have a combined area of 74,356 square miles. These lakes, with certain rivers and inland waters, employed 3,263 fishermen in 1908, and the value of the catch was \$2,100,078. The product from 1870 to 1908 was \$45,015,003. The invested capital as it stood in 1911 was over \$1,525,884.

Water Power and Electrical Distribution.

The Hon. Adam Beck says: "We have a white coal in this country that is four times as valuable to this country as the black coal is to the United States. Cheap electricity is going to give the farmer cheap transportation."

If the Province does not possess coal as one of its natural resources it has abundant power for the production of "white coal," which is 50 per cent. cheaper to produce than mineral coal. According to the Hydro-Electric Commission report, there are water powers capable of generating 3,500,000 horse-power. The volume of water rushing over Niagara Falls alone is 12,000,000 cubic feet per minute, the far greater proportion of which falls on the Canadian side. Here there is a production of 400,000 horse-power, and from this a supply is sent to Toronto, about eighty miles away. And there is estimated to be 900,000 horse-power within fifty miles of

ONTARIO FOR BRITISH NEW-COMERS.

Ottawa, 60,000 of which is developed, while 150,000 is in development at Sault Ste. Marie. Northern Ontario has immense resources for the generating of this essential power.

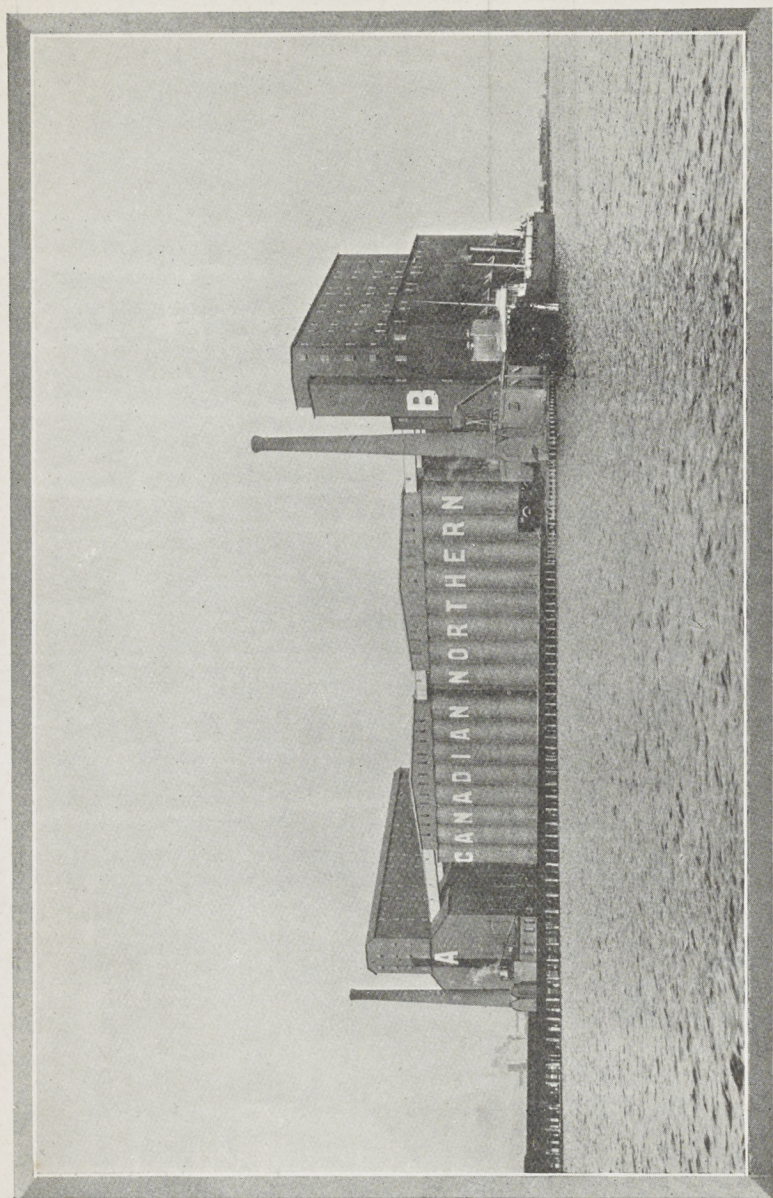
The Hydro-Electric Power Commission is an appointment of the Government, having for its object the supplying of the Province of Ontario with cheap electric power. The Commission co-operates with the Niagara Power Union, an organisation representing the municipalities of the western section of the Province. It has a contract with the Ontario Power Company of Niagara Falls for the delivery of power. The Commission secured the services of some of the best engineers in the world in this class of work. A transmission line, extending nearly 300 miles, and ten transformer stations, are being constructed to convey power from Niagara Falls to different municipalities in Western Ontario, and by the spring of 1913 the Province will have the most up-to-date and complete system in the world.

Waterways.

Ontario has a magnificent system of inland waterways, in the Great Lakes and rivers that pass into the River St. Lawrence, which, with canals, gives the Province maritime advantages in the form of cheap transportation. From Port Arthur, Lake Superior, to tide water on the St. Lawrence, leading out into the Atlantic Ocean, there is a distance of 1,360 miles. The journey between Ontario and the British Isles can be accomplished in seven days, and compared with other portions of the Empire the Province, so to speak, is at the door of the Old Land.

Railways.

The leading railways in Ontario and far beyond are the Grand Trunk Pacific, the Canadian Pacific, and the Canadian Northern. The total length of each railway or system of railways actually operating within the Province is as follows: Grand Trunk and branches, 3,061 miles; Canadian Pacific



THE CANADIAN NORTHERN RAILWAY ELEVATOR AT PORT ARTHUR, ONTARIO, THE LARGEST IN
THE WORLD, CAPACITY 7,250,000 BUSHELS.

ONTARIO FOR BRITISH NEW-COMERS.

and branches, 2,884 ; Canadian Northern and branches, 659 ; all other systems 1,793, making a total of 8,399 miles. Included in this there were 67,985 miles of new railways opened for traffic in 1910.

TWO OF THE HUNDRED PROSPEROUS CITIES OF THE PROVINCE.

Port Arthur, Thunder Bay District.

This is a flourishing city of about 12,000 inhabitants, on the Canadian Pacific Railway, 552 miles west of Sudbury. Situated on the west shore of Thunder Bay, Lake Superior, it is the terminus of the Canadian Northern Railway (for which it is a divisional point), the Northern Navigation Company, the Booth and White Steamship Line, and the Montreal and Lake Superior Steamships, the head-quarters of the Canadian North-West Steamship Company, and a port of call for the vessels of the Canadian Pacific Steamship Company. Much of the merchandise of the east is here transferred from water to rail, while grain from the west is transhipped to the vessels of the lake. A branch of the Grand Trunk Pacific passes through the city northward to its main line, running westward to the Pacific Ocean.

Elevators, with a capacity of 9,000,000 bushels, provide storage for grain carried by rail from the west. A coal dock, equipped with the latest machinery, capable of unloading a vessel at the rate of ten tons a minute, has a capacity of 800,000 tons, a blast furnace for iron, with a working capacity of 300 tons per day and a possible of 400 ; lumbering interests which cut 50,000,000 feet of lumber per year, and trim 2,000,000 railway ties ; water powers of great utility near the city, which supply a large flour-milling centre, and induce the erection of various kinds of factories ; valuable mines of iron, copper, silver and gold, within a few miles' distance ; the centre of the fishing industry on the Canadian side of the lake. These advantages and industries, represent a prosperous city, which owns its water-power plant, waterworks system, telephone and electric light service, and its street railway.



"TIMES JOURNAL" ROAD RACE, 1911. VICTORIA AVENUE, FORT WILLIAM, ONTARIO.

ONTARIO FOR BRITISH NEW-COMERS

With fine public buildings, and situated on an ascending succession of plateaux on the shore of the bay, it is an attractive commercial and residential city.

For full particulars write Mr. N. G. Neill, Industrial Commissioner, Port Arthur, Ontario.

Fort William.

Four miles farther west on the line of the Canadian Pacific Railway, this is a prosperous city with a population of 25,000. It is on the shore of Thunder Bay, and is one mile from the mouth of the Maministiquia River, the finest harbour of the Great Lakes, with a water front of fully twenty miles, giving dock space for vessels with a draught of over twenty feet. It is the terminal port of the Canadian Pacific Railway Steamship Service from Owen Sound, the lake terminals of the Canadian Pacific and the Grand Trunk Pacific Railways, and the Canadian Northern Railway passes through the town to its terminal at Port Arthur. Grain from the west in great quantities is transhipped at Fort William to the lake vessels, and is here accommodated by grain elevators with a total capacity of over 20,000,000 bushels. The city is in a mineral district, which includes hematite and magnetite ore, now so much in demand. At Kakabeka Falls nearly 45,000 horsepower has been developed for manufacturing and other utilities, and it is proposed to increase the development to 100,000. Large iron-ore foundry works, saw and planing mills, sash and door factories, brick manufacturing, and flour mills of great capacity represent its chief industries. Car works are about to be established, employing 1,000 men. As an index to the city's prosperity, the assessment for 1912 was \$25,088,743, and the pay roll of the Canadian Pacific Railway was \$929,000. It owns its water works and its telephone and electric light systems, has substantial public buildings and fine residences. These twin cities, Port Arthur and Fort William, connected by electric car service, are the "gateway of the mighty West."

For full information write R. J. Burdett, Commissioner, City Hall, Fort William.

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CANADA.



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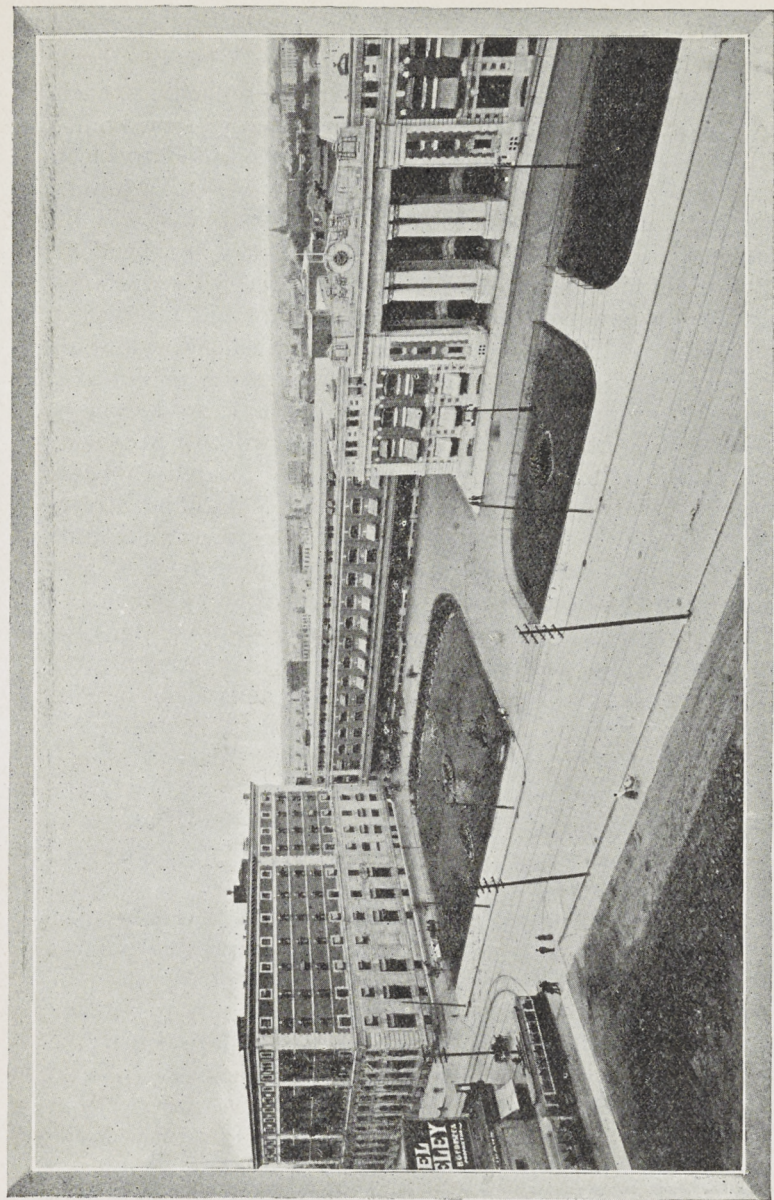
Winnipeg.

The Manchester of the West.

WINNIPEG, the capital of Manitoba, is situated at the confluence of the Assiniboine River and the Red River. The phenomenal development of this, the great manufacturing city of the west, will be readily appreciated from the fact that in 1870 the population was less than 1,000 and to-day it is over 150,000 ; as an illustration of its continued progress, the transportation of the Winnipeg Electric Street Railway from 1900 to 1910 carried no less than 30,000,000 passengers. The Electric Railway system now operates 200 cars on 62 miles of city tracks and 44 miles of suburban lines, and the demand for power by manufacturers is increasing very rapidly, as the total value of manufactured output has increased over 300 per cent. in the past ten years, and there are at present 185 factories operating in the city, employing over 16,000 hands. Some idea of the revenue of this undertaking may be gained from the fact that every fare any distance is 5 cents (2½d.). Winnipeg to-day has a working population alone of over 16,000 hands, with 2,000 commercial travellers carrying their samples and wares to the prosperous centres and towns as far as the Pacific coast.

The magnitude and value of the power plant to the city will be readily appreciated from the following brief particulars.

The waterfall and works are located at Point du Blois on the Winnipeg River, 77 miles north-east of the city of Winnipeg. The waterfall—naturally 32 feet—is increased by the power development dam to 47 feet, and the Winnipeg River at this point drains 50,000 square miles, and the “ mill pond ” contains 6,000 acres at the waterfall. The total power available without



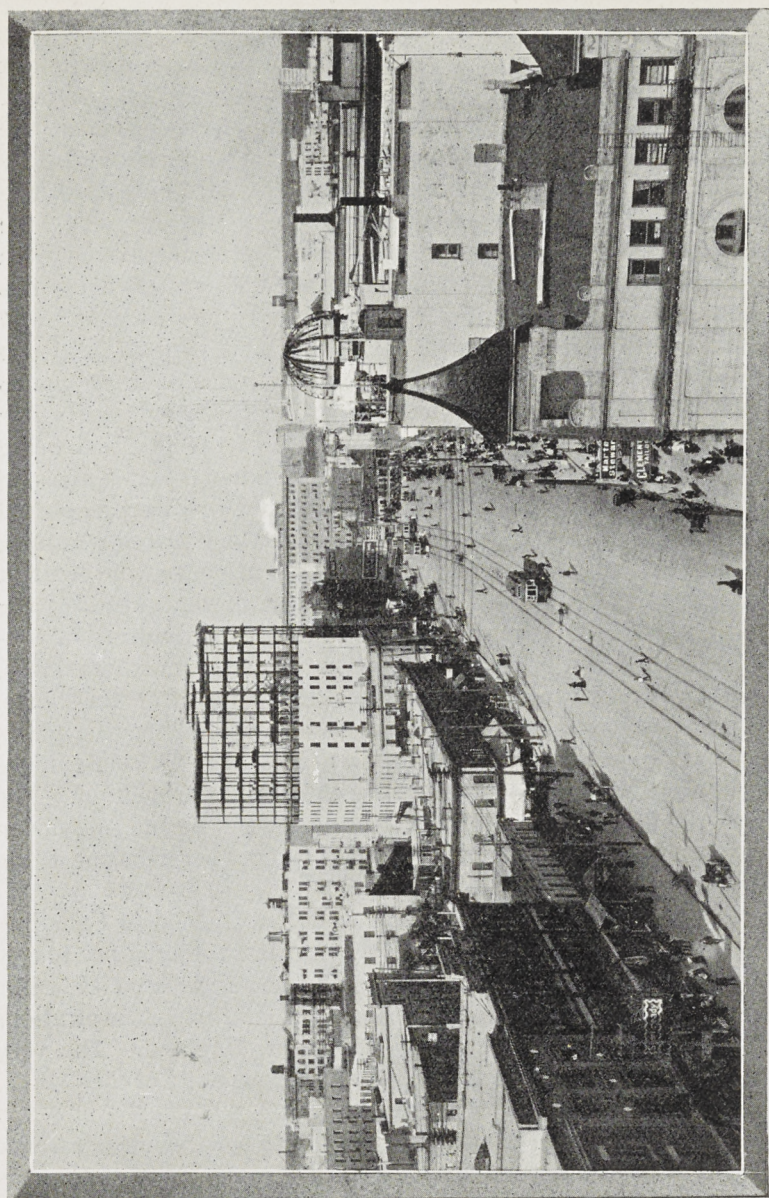
ROYAL ALEXANDRA HOTEL AND STATION, CANADIAN PACIFIC RAILWAY, WINNIPEG.

CANADA FOR THE INVESTOR.

storage is 60,000 horse-power, which can be increased to 100,000 horse-power. The machinery now being installed is of 20,000 horse-power capacity, and consists of five huge machines, each using 75,000,000 gallons of water every twenty-four hours. The transmission line right-of-way is 77 miles long and 100 feet wide, upon which is being constructed one line of double towers having a total weight of 2,200,000 lb. The power will be transmitted to Winnipeg at 60,000 volts on two independent circuits of aluminium cable $\frac{5}{8}$ inch in diameter. The turbines of 5,200 horse-power each are being manufactured in Sweden and England and the generators made in Sheffield, while all electrical and auxiliary apparatus is being made in Canada. A terminal station of red brick trimmed with Bedford stone is being built on Point Douglas in Winnipeg, and will cost \$185,000; two sub-station sites, recently purchased, are located on King Street, near Notre Dame Avenue, and on McPhillips Street, close to the city's pumping station. The estimated cost of work, including generating station, transmission line and terminal station, all completed and equipped, is \$3,250,000.

This power development will give cheap power and light for manufacturers and decrease the cost of street lighting, water works operation, and general municipal activities, besides adding to the convenience, comfort, cleanliness, healthfulness and economy of Winnipeg's homes. It will also place Winnipeg as the magnet for manufactures for supplying this great western market, and will establish a solid foundation upon which Winnipeg can compete industrially with all Canada.

Forty-two years ago Winnipeg's population was less than 1,000, and the school attendance was only thirty-five pupils; it was but a post of the Hudson Bay Company, without churches, streets or railroads, and but a few years previously the Indians chased herds of buffalo across the prairie where the city now stands. It is now the railroad and business centre of the Canadian west; twenty-two railway tracks radiate from it, and the C.P.R. yard here, with its 120 miles of sidings, is the largest in the world controlled by a single corporation. Winnipeg is also the chief central point of the Canadian Northern and



PORTAGE AVENUE, THE LEADING THOROUGHFARE OF WINNIPEG.

CANADA FOR THE INVESTOR.

Grand Trunk Pacific systems (these roads having just built a Union Station at a cost of \$1,250,000), and the annual freight receipts handled by all roads amount to over 2,000,000 tons. Three thousand six hundred railway employees reside in the city. It is in the famous Red River Valley, and surrounded by good farming, timber and mining districts, with extensive lake fisheries. The streets of the city are generally wide, the principal avenues being 132 feet, 120 miles being paved with asphalt, block and macadam. The area of 13,990 acres has been covered by 174 miles of sewers, 320 miles of paved and graded streets (100 miles of which are boulevarded), and 400 miles of side-walks. Approximately 185 miles of water mains have been laid down since the city's incorporation thirty-five years ago. These facts give some idea of the progress being made. The grain business of the Canadian west centres in Winnipeg, and for the last year the amount of wheat inspected at Winnipeg was over 88,000,000 bushels, which places Winnipeg at the head of the list of all cities on the continent as the greatest wheat market. This is evidence enough of the nature of the soil tributary to Winnipeg. In addition to agriculture, a considerable fishing business is done in the large northern lakes, and timber and mining enterprises are included on its shores. Winnipeg city owns and operates its own asphalt paving plant, its own quarry, street lighting, water works, including high-pressure fire system of 300 lb. pressure for fire protection. The city has decided to encourage manufacturers by offering cheap power, the first installation of the 60,000 horse-power being developed on the Winnipeg River.

Winnipeg is often alluded to as "the Chicago of Canada." As a matter of fact, there is not the slightest resemblance to any portion or characteristic feature of the American city. The general lay-out of Winnipeg and its industrial aspirations follow more closely those of Manchester, England. The very band in the Royal Alexandra (that luxurious hotel of the C.P.R.) is mostly comprised of musicians from this fairly flat and industrious centre of Lancashire. In this particular instance as in many others it is the new-comer of many races with a predominating proportion of the British that has made Winnipeg,

WINNIPEG.

which ever increasing influx justifies the citizens' faith in their city and its future. The city offers innumerable opportunities for British capital, industry and labour, full particulars of which will be readily furnished on application to C. F. Roland, the enterprising Commissioner of the Winnipeg Development and Industrial Bureau, Winnipeg.

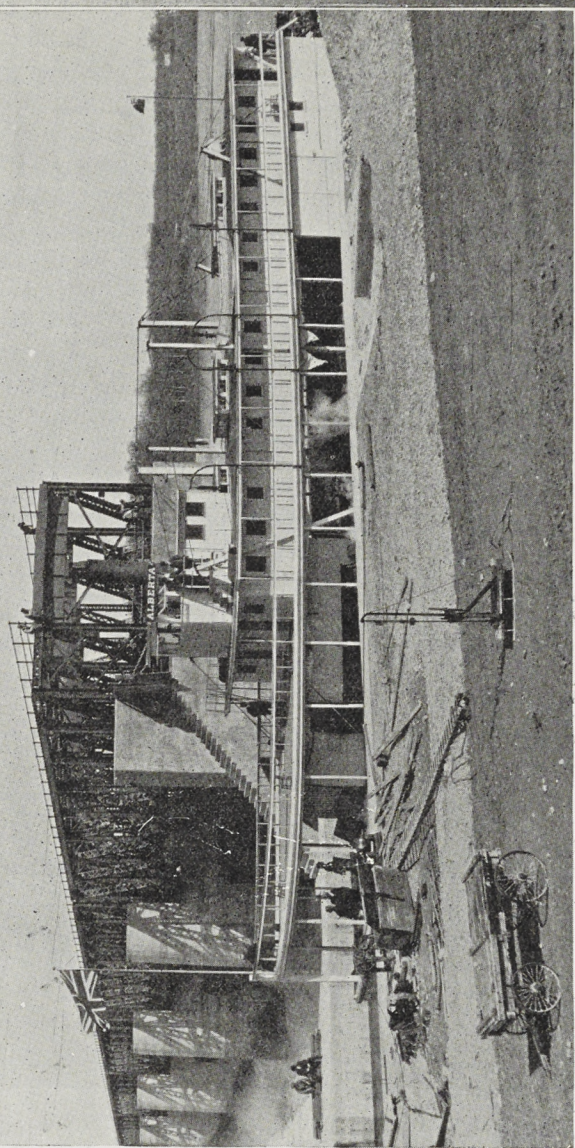
Selkirk.

The Garden City of Manitoba.

THE history of Selkirk is a long journey, dating from the early settlers' arrival under the auspices of Lord Selkirk, a far-seeing and philanthropic Scottish nobleman, who laid the foundation of this garden city exactly a century ago. It is therefore not surprising that the growth of Selkirk settlement was for a long time slow in the extreme. Had its growth been dependent entirely upon the filling up of the farming districts, it would have been far slower still. Farming, however, has in the past been but one source of the prosperity of the city, and while it is likely to be as important as any of them in the future, it is well to take note at this stage of one of the others. The main reason why the city of Selkirk has been built up on so solid a base lies in the fact that it is not dependent upon one source of revenue alone. There is tributary to the city an area of timber whose extent has never been really defined with accuracy, and unlimited supplies of fish for Winnipeg and other western cities.

Fishing Industry Perpetuated.

Wherever the palate of the epicure is tickled the name "Lake Winnipeg" stands for the most perfect development of the finest specimens of the finny tribe known as the white fish, and the annual traffic from this body of water in white fish alone reaches 2,500,000 lb., being limited by Act of law to that amount. Other fish are numerous, notably the great sturgeon, king of fresh-water fish, reaching to 200 and 300 lb. in weight, and giving up as many dollars' worth of the rare and valuable roe, from which the finest caviare is prepared.



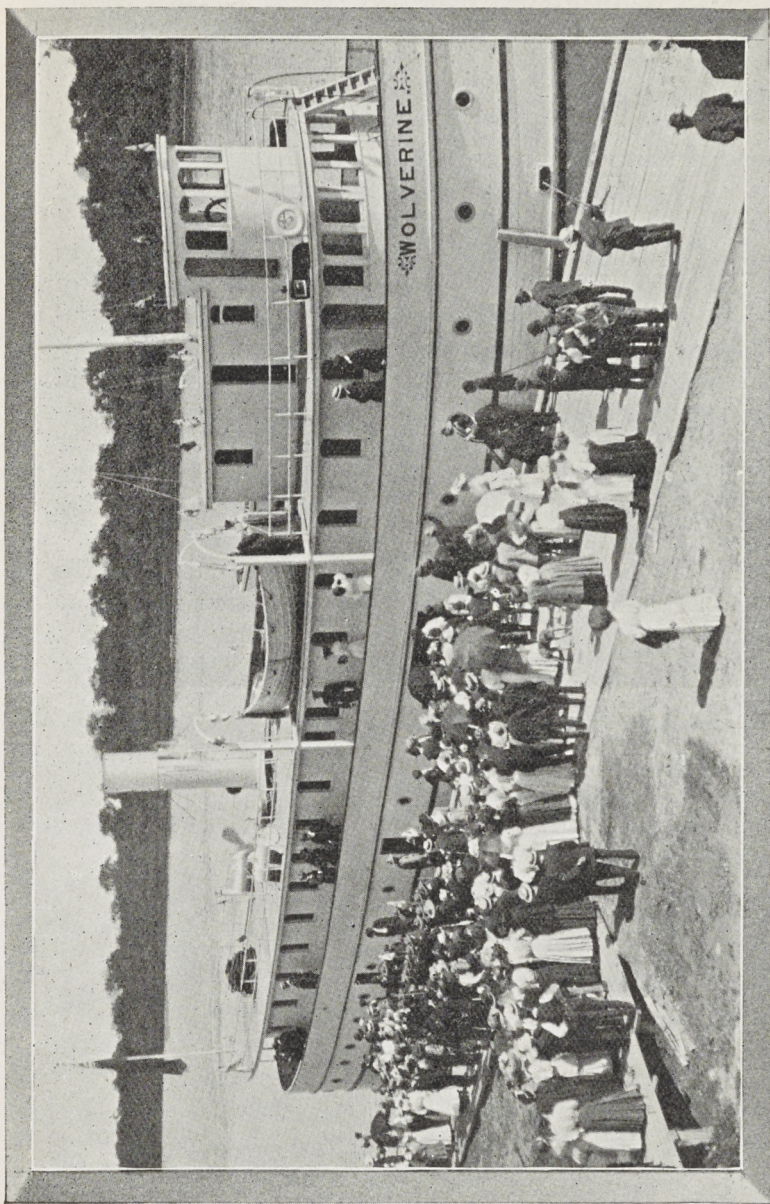
ST. ANDREW'S LOCKS NEAR SELKIRK, WITH A RIVER EXCURSION BOAT IN THE SLIP.
VIEW TAKEN IS OF THE FIRST STEAMER THAT MADE THE PASSAGE
OF THE LOCKS, JUNE, 1910.

CANADA FOR THE INVESTOR.

In past years the fishing industry on Lake Winnipeg was exploited by competing companies to such an extent that fears were entertained that the lake was being rapidly exhausted, and active steps were taken by the Government for the conservation of this great breeding-ground of man's food. At Selkirk, and afterwards on Beren's River, 150 miles down the lake, elaborate and perfectly-equipped fish hatcheries were installed, and from these incubating plants 60,000,000 of active young white fish are annually released into the lake. The fishing season has been limited to a few weeks in summer, and the total catch as mentioned has been limited to 2,500,000 lb. of white fish per annum. As a result of these measures, both the quantity and the quality of fish and the profit incidental to their catch has been greatly increased, and there is no doubt but that the trade in this direction will grow better year by year.

The town of Selkirk to-day has a population of 3,500. It is a thriving and growing town, combining the best material advantages of any locality of similar size in the west. Selkirk enjoys street railway transportation with a finely-equipped and popular electric line to Winnipeg, twenty-four miles distant, which can be reached in forty minutes. It is also served by the Lake Winnipeg Branch of the Canadian Pacific Railway system and by the Red River, upon whose bosom floats more tonnage, pleasure and commercial, than any other river in the north-west. Selkirk is lighted by electricity, has a thorough and adequate municipal water and sewage system, miles of granolithic pavements, excellent schools housed in modern buildings, a free public library of 12,000 volumes, churches of every denomination, a modern general hospital, complete telephone system; in fine, all the advantages of urban life usually, and especially in this new country, associated with only the largest centres of population.

As an industrial location Selkirk possesses advantages that are unique and peculiar to herself. As the port of the lake upon whose shores there stands the greatest virgin forest of the north-west, with mineral wealth as yet untouched, Selkirk is in the position of supplying the heavy rough materials—lumber, sand, stone, etc.—in greater quantity, better quality, and at



LEAVING SELKIRK FOR AN EXCURSION ON LAKE WINNIPEG.

NOTE.—This photo shows Earl Grey and the Vice-Regal party on board for the first lap of their famous trip through Hudson Bay, July, 1910.

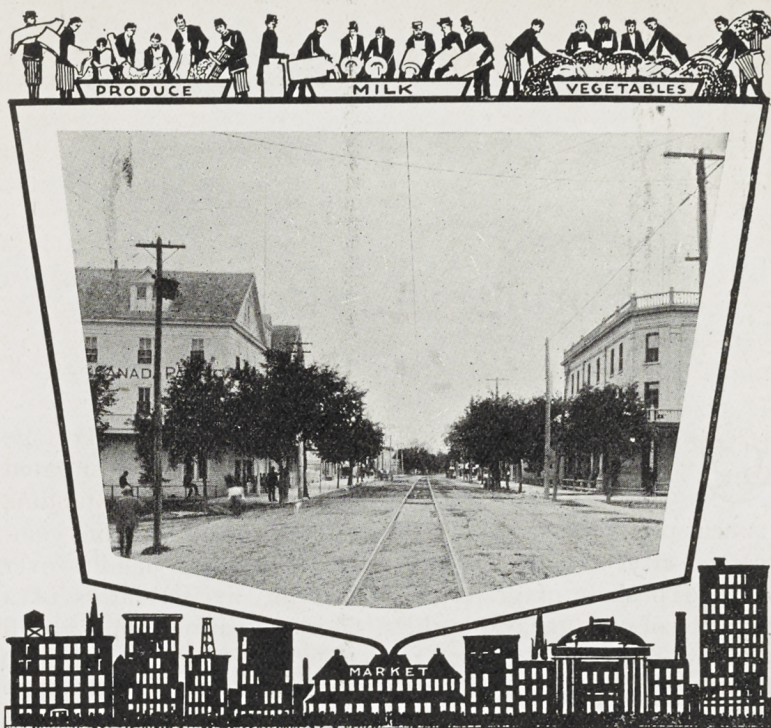
CANADA FOR THE INVESTOR.

less cost for transportation than they can be supplied to any other distributing point. Its suburban location and quick access to Winnipeg gives any manufactory almost any advantage that can be gained with an actual location within the corporate limits of the city, and at a mere fraction of either the ground cost or maintenance charges of the city. Labour is plentiful, and workman and employer alike find living less expensive and more conducive to ideal home-making than in the crowded conditions of the city. The municipality, thoroughly awake to the advantages which are to be derived from the possession of progressive manufacturers, are prepared to offer every reasonable inducement for such institutions. The present installation of the Winnipeg Electric Railway Company and the rapid completion of the Winnipeg City Power scheme offers hydro-electric power in unlimited quantity and at prices so low as to meet the competition of any other city in this respect. The tax rate is low, averaging from year to year about twenty milles on an appraisal of less than 50 per cent. of actual value.

The Author first saw the fruits and products of Selkirk at the Vancouver Exhibition in 1910, and they compared favourably with anything from the gardens and waters of British Columbia. It was this timely observation that led him to visit Selkirk at the time of the great Winnipeg Fair during the same year.

For full particulars, write to the Secretary, Board of Trade, Selkirk, Manitoba.

Feeding a Great City.



An opportunity for personal investment and employment that is always Independent and Congenial, always Profitable and Sure. Winnipeg cheerfully pays for her provisions the highest prices of any city her size on the American Continent.

The Selkirk District

Is the **ideal** and **only** contiguous source of that supply. Exceptional conditions are here offered for **Intensive Farming—Truck and Garden Produce, Poultry Culture and Dairying.**

And the perfect location for Suburban Homes—Scenic Beauty, Modern Improvements, Rapid Transit.


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**THE SELKIRK DISTRICT DEVELOPMENT BUREAU,
Selkirk, Man.,**

*Representing Town and Country Municipal Governments and the
Selkirk Board of Trade.*

Portage La Prairie.

A Grain City.

N the way out from Winnipeg the traveller passes Portage La Prairie, a prosperous little town of 5,900, situated between that city and Brandon, and notwithstanding its near proximity to these large centres, it is a prosperous commercial city of no mean importance. The city handles over 400,000 bushels of grain yearly, having five elevators of a capacity of over 350,000 bushels, flour and oatmeal mills, with a daily output of nearly 2,000 barrels. There are several important manufacturing concerns doing a considerable business with the surrounding townships.

The city offers plenty of opportunities for manufacturing concerns and small capitalists.

For full particulars, write the Secretary, Board of Trade, Portage La Prairie.

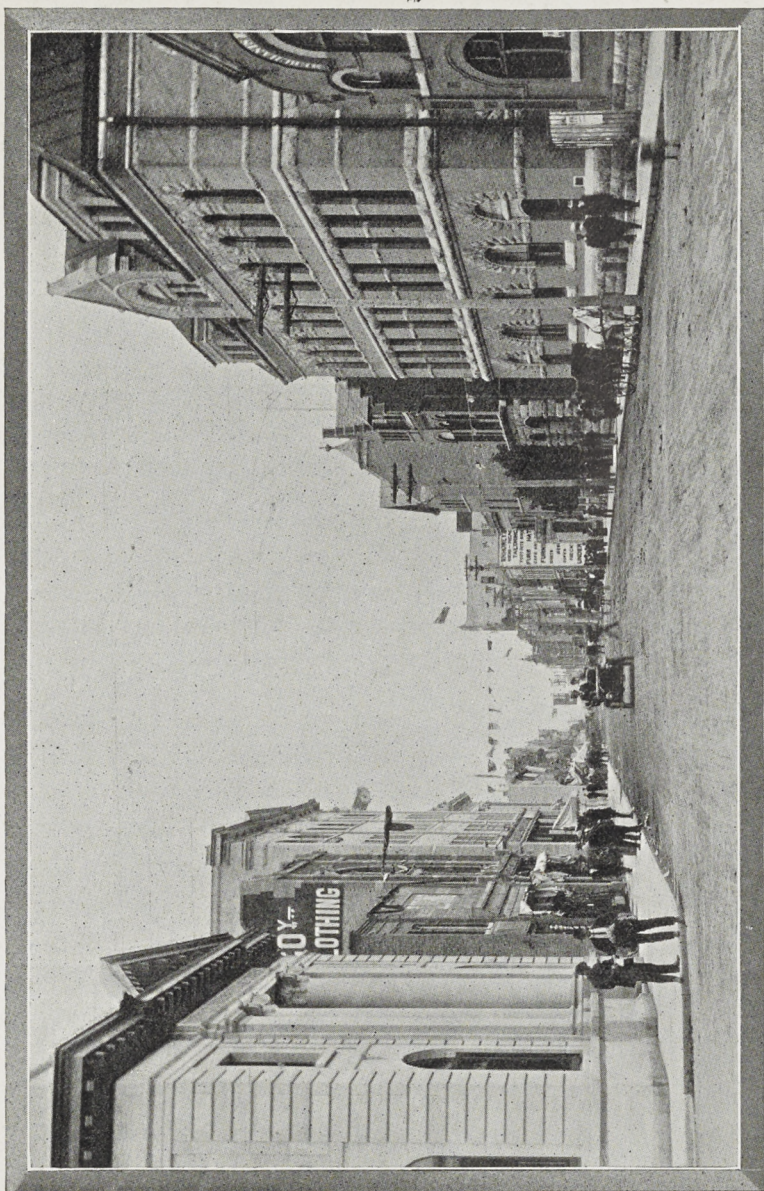
Brandon.

The Elevator City.

BRANDON is the largest elevator city in the west. Situated 132 miles west of the capital city, on the main line of the Canadian Pacific, it is the second city of importance in the Province of Manitoba. In 1900 its population was 5,620; in 1911, 14,000. The city was founded in 1880, and takes its name from the Brandon Hills, a belt of elevated country some eight miles to the south. In the country surrounding the city there are over 140 towns and villages, all of which make the commercial progress of the city a certainty. In discussing the geographical advantages of Brandon, the Commissioner for the city informed me that out of a total population of 350,000 in the Province, nearly 135,000 had farms and business callings within a short railway radius of the city, which is characteristic of the conditions surrounding many of the large cities in the Canadian west, and is the chief factor governing the further growth of these great commercial centres, with their unlimited field for British capital, industry and commerce.

Brandon is beautifully situated on a southern slope of the Assiniboine Valley, and occupies an ideal site from a sanitary point of view, as the gradual slope to the river gives her a natural drainage which is very conducive to the health and cleanliness of the city; and by consulting any of the Government maps, the reader will note that Brandon is the centre of the most thickly-populated and most prolific agricultural districts in Western Canada, there being a grain storage capacity of 12,000,000 bushels.

The city's importance as a distributing centre is beginning to dawn upon the most progressive wholesale houses, manufacturers and jobbers, and it is at present engaged in putting



ROSSER AVENUE, BRANDON.

BRANDON.

in an interchangeable switching system, which will connect up her warehouses and manufacturing establishments with all the trunk railway systems doing business in Western Canada, and will reach to every part of the city, enabling her manufacturers and merchants to receive and ship out in car-load lots directly into and out of their own premises ; and upon the construction of her street railway system, which will be in the near future, it is the intention to use a large part of the rails used for this transfer system for street railway purposes.

Great care has been taken by the city authorities in the laying out of the streets and beautifying them with ornamental boulevards and shady trees, under the control of the Parks Board, and this gives to Brandon a unique position among the cities of Western Canada, many of which can boast of splendid public parks, from the fact that visitors strolling through the residential portion of the city soon realise the forethought of the authorities and the artistic effect of laying out practically the entire city as one vast attractive public park.

If the building operations in any particular city is any criterion of its growth and prosperity in the immediate future, then Brandon is just entering an era of growth and development the greatest in her history.

In the business portion of the city the streets are almost rendered impassable by reason of large parts of them being fenced in, for the protection of citizens and others, round the excavations for buildings that are in course of erection for large retail and wholesale houses, there being under construction at the present time no less than four large hotels, including the palatial building of the Canadian Northern Railway for hotel purposes at a cost of \$350,000.

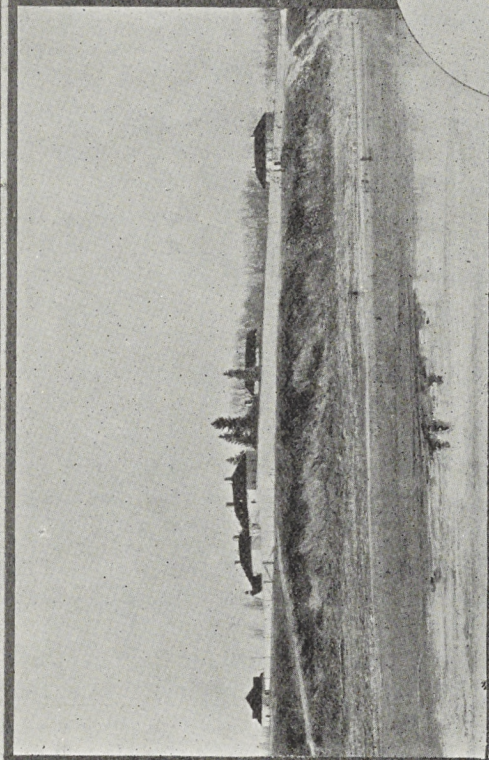
It would be impossible in this brief review to enumerate all of the many advantages that Brandon has to offer the manufacturer, the wholesale and distributing house.

The railway connections to all these towns and villages are exceptionally good, being served by the Canadian Pacific, Canadian Northern and Grand Trunk. Many regular freight trains run on daily service, together with fifteen passenger trains, the Canadian Northern alone operating five freight and

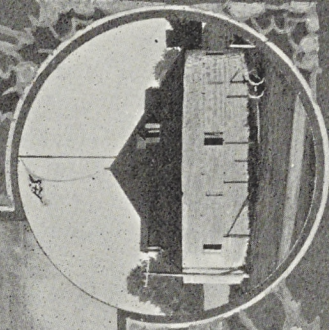
CANADA FOR THE INVESTOR.

five passenger trains, connecting with St. Paul in the United States and main-line connections with Chicago and other important cities in the States. The city possesses one of the most complete power and lighting gas plants in the Dominion, recently constructed at a cost of \$125,000. It has the advantages of cheap coal, which is mined about sixty miles away from the city, and sold at \$3 90 c. per ton delivered. Gas supply for heating in every city in Canada is essential, the stoves and heating systems used being highly suitable for the application of gas and a source of great convenience and saving of labour to householders, especially in the very hot weather. Most of the cities not possessing natural gas are following Brandon's policy, and there is every probability that before the end of 1912 the leading cities of the west will have their own supply. The city has five elevators, with a capacity of 350,000 bushels, and several manufacturing concerns, including two flour mills, pump and windmill works. There are many splendid openings for the capitalist, manufacturers, wholesale and distributing houses.

For full particulars, write to the Industrial Commissioner, Brandon, Manitoba.



LOWER FORT GARRY, STANDING TO DAY AS
BUILT BY THE HUDSON'S BAY COMPANY A CENTURY AGO.



RANSOM ENG. CO.

AN OUTPOST OF THE HUDSON BAY COMPANY 100 YEARS AGO.

CANADA FOR THE INVESTOR.

THE PROVINCE OF MANITOBA.

The Province of Manitoba is the first Prairie Province of the Canadian west, containing about 6,900 square miles. A portion of South-Western Manitoba lies within the Second Prairie Steppe, which extends north-westerly into the Province of Saskatchewan. Its average elevation is 1,600 feet. In a great portion of this steppe the soil is fully as fertile as the land in the Red River Valley, and much of it is adapted to wheat growing. This cereal, as well as oats, barley, and the more hardy cereals and roots, flourishes even in the northerly portions.

Forests and Fuel.

The true forest extends in North-Western Manitoba only as far as Duck Mountains; the remainder of the Province is largely treeless, except as described below.

The eastern slope of the First Steppe, though possessing no mountains, has many elevations. It has valuable timber for building and fuel purposes, and most of the rivers and lakes are skirted by a growth that will supply the settlers adjacent with fuel for many years to come.

In the extreme east of Manitoba, however, the Province has a share of the forest that covers New Ontario. It can hardly be called the typical landscape of the Province in which it lies, but for those who love the virgin forest and wildness of the timber-covered areas Manitoba can point to these miles of birch, spruce and tamarack. This forest belt extends westward eighty miles or more within the Manitoba border, and here there are excellent facilities for lumber shipment by rail. Large sawmills are established at many places.

In Western Manitoba there are forest areas, though of small extent. The hills that mark the boundaries between the successive Prairie Steppes are unevenly wooded upon the slopes. Timbered areas exist in the south-west on the Turtle Mountains and on the Brandon Hills.

From all these points immense quantities of house timber, fence posts, and firewood are sent to the prairie settlers; but the demand is greater than the supply, and the markets of

MANITOBA.

British Columbia and Ontario are drawn upon heavily to make up the deficiency.

Climate.

Unlike some other provinces, Manitoba possesses but little variety of climate. With its climatic conditions are uniform throughout. One pleasant condition is much sunshine the entire year through. This makes the summer pleasant, warm, and very conducive to the rapid and successful growth of vegetation.

The autumns are usually long and agreeable, ploughing weather sometimes extending even to the end of November.

The winter rarely lasts more than three or four months, and on account of the dry atmosphere, the low temperature is not as much felt as in countries with more moisture. The snow is never deep, and travel in winter by team or rail is rarely impeded by drifts or blockades. The annual precipitation is 21.4 inches.

The spring months are most invigorating. The deep frost escaping from the ground during that time assures sufficient moisture to give vegetation a good start until the June rains, which are invariably ample to guarantee successful crops in all branches of agriculture. The moderate rains of July continue the growing and ripening processes under a warm sun, and harvesting becomes general in August. The mean temperature of the country is 32.7; January, 5.2; July, 66.1. Seeding usually begins the first week in April before the frost is fully out of the ground, and the summer is of ample length to bring the staple crops of the Province to maturity.

Soil.

The soil is for the most part a deep rich mould or loam, inexhaustible in its productiveness, especially in the centre belt of the Province. It is slightly lighter in the extreme east and west in the higher lands. Though especially adapted to wheat growing, the Province raises all other field crops and garden products bountifully, there being ample rainfall and plenty of summer sun in every district for all purposes. The history of agricultural development in the Province during the last thirty-five years has fully settled this point.

THE BRITISH CAPITALIST.

CANADIAN LAND IN LONDON.

THE RIGHT MOVE AT LAST.

The rush of American settlers from the United States across the border into Canada is causing discussion in both hemispheres. The Americans are coming because they get the most beautiful land in the world for the smallest price. Not only American farmers but also American capitalists are buying up the land and selling it at greatly enhanced prices.

Why should the best land in the British Empire be bought by Americans for next to nothing? Is there no money in Britain? Those who know say there is some in "Old London Town." Why does some of that money not come to Canada? **THE BRITISH WESTERN INVESTMENT COMPANY OF CANADA** intends to get some of that money from London into Western Canada, and to give in return the best land in the world, and the highest returns on all investments. **HOW?** By getting the best lands in the west and going right to London with them.

WRITE FOR FULL PARTICULARS TO

**4 Northern Crown Bank Building, 8th Street,
Brandon, Manitoba.**

MANITOBA.

Resources.

The resources of Manitoba are almost wholly agricultural. As the wealth of the Province lies in its fertile and easily-tilled soil, agriculture in its various branches is now, and ever will remain, the chief occupation of the people. In the early days of its history wheat growing was the chief branch of that industry, mainly because it could be carried on with less capital than some other branches, but experience has shown that mixed farming in the aggregate, year in and year out, produces the most satisfactory results.

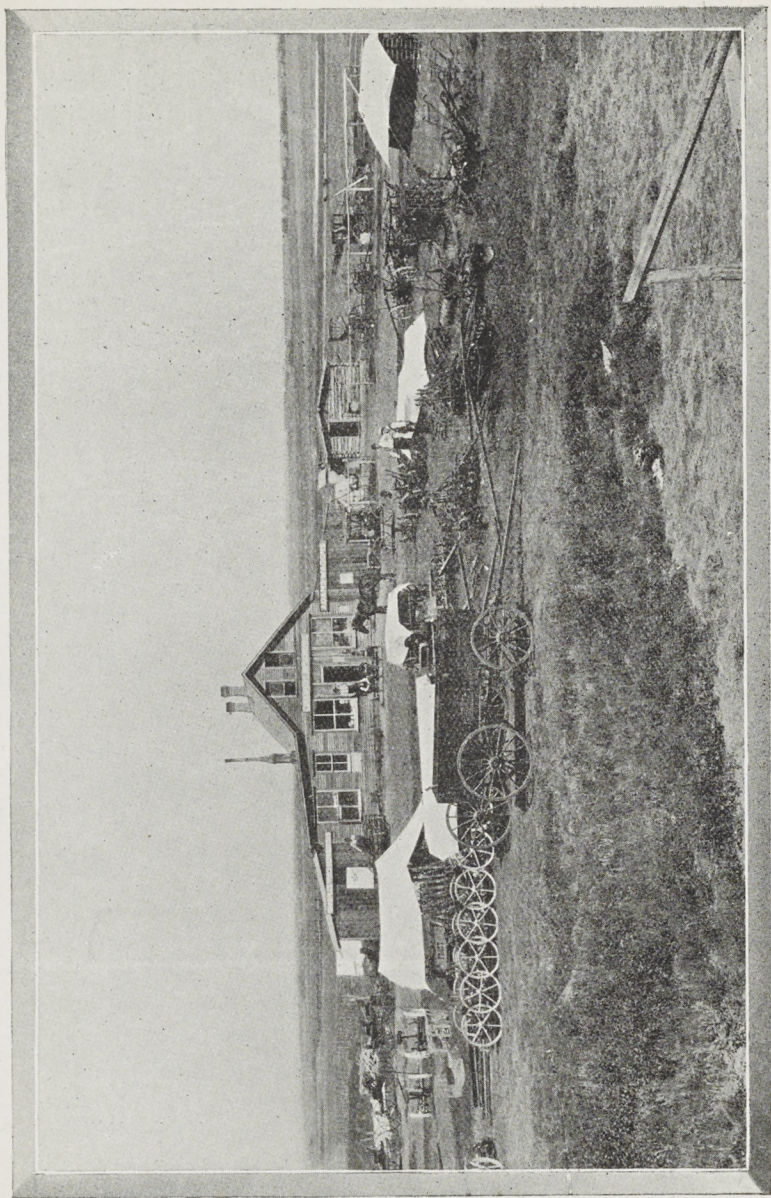
It is calculated that there are in the Province 25,000,000 acres of land available for cultivation, of which nearly 7,000,000 were under crop in 1910, considerably over one-half being in wheat. In 1881 the area under crop was in the neighbourhood of but 50,000 acres. The wheat production for 1911 was 60,275,000 bushels.

So heavy have been the wheat shipments, that they at times have heavily taxed the carrying capacity of the transportation systems. Practically all the wheat that Manitoba does not consume within its borders is sent to Europe either in the grain or as flour made in Canadian mills.

Every city, town and village of any importance in the country has large flour mills, where the grinding of wheat is carried on; many of the places have a large export east and west to the different provinces of Canada. As much of the wheat is exported in flour, the milling industry gives employment to a large number of people.

In 1911 there was an average yield of 28.86 bushels per acre for wheat, 46.73 bushels for oats, 36.69 bushels for barley. This has not been equalled since that year, yet the aggregate of wheat production has advanced steadily. Many other important crops are rye, peas, flax, hay, potatoes and turnips. The value of farm land in Manitoba at last census was about \$85,000,000, and the total production nearly \$25,000,000.

Fruit growing has made great progress thus far in different parts of the Province, and many farmers are successfully cultivating orchards of apples, plums and other small fruits.



IN A NEWLY-OPENED DISTRICT: A TYPICAL SCENE OF THE PRAIRIE PROVINCES.

RAILWAYS.

Beginnings have been made in tobacco culture. The census figures show 8,300 lb. raised in 1910, from which date a gradual increase has been attained yearly.

Room for all.

Place a pair of dividers with one leg on the boundary between the United States and Canada and the other leg at Key West, Florida ; then swing the lower leg to the north-west, and it will not reach the limit of good agricultural land. Here is the field of the world's next farming race. Nature knows no political parties, no race exclusiveness ; she recognises no dividing parallels of latitude. In this great wheat belt the Government of Canada gives 160 acres as a free farm to every man who will till it. The industrious worker who knows something of farming can scarcely fail of success here. This is why a yearly stream of immigrants is pouring into this western land from Europe on the east and from the United States on the south.

The Prairie Provinces contain 350,000,000 acres of land, of which 150,000,000 acres is almost entirely unexplored. The total area of surveyed land, all agricultural, is 145,000,000 acres. On this area only 12,000,000 acres have been brought under cultivation. As the lands are settled the railroads extend their lines into each new section.

Railways.

Four great railway systems operate in Western Canada—the Canadian Pacific, Canadian Northern, the Grand Trunk Pacific, and the Great Northern.

The Canadian Pacific Railway has 5,502 miles of track in operation west of Winnipeg. This is exclusive of yard trackage, which makes another 140 miles. To this should rightfully be added the water routes on the British Columbia inland lakes, another 350 miles. There are 1,500 wheat elevators along the Canadian Pacific Railway lines west of Port Arthur. The system as a whole operates 75 steamships, 1,499 locomotives, 1,884 passenger and sleeping cars, and 45,692 freight cars, and

CANADA FOR THE INVESTOR.

with lines under its control has more mileage than any railway on the continent.

The Canadian Northern has the unparalleled record of building a mile a day for every day of the last twelve years. It operates 500 wheat elevators and warehouses, and in the year 1910 carried to the lake ports over 29,000,000 bushels of grain, 21,000,000 bushels of which were wheat. It has the largest wheat elevator in the world at Port Arthur, with a capacity of 7,250,000 bushels. Extending from Port Arthur to beyond Edmonton in direct line, this western section of the road will soon connect with its eastern line, opening up much fertile wooded land north of Lake Superior. East and west its branches stretch, and it will not be many years before it reaches the shores of Hudson Bay and the Far Pacific.

The Grand Trunk Pacific and the Grand Trunk Railway will ultimately have a combined mileage of 13,895 miles. The Grand Trunk Pacific has charters to build twenty-three branch lines, and was an active factor in the movement of the 1911 wheat crop. One hundred and thirty-five new towns will be built on this line between Winnipeg and Edmonton, of which one hundred have already had a beginning.

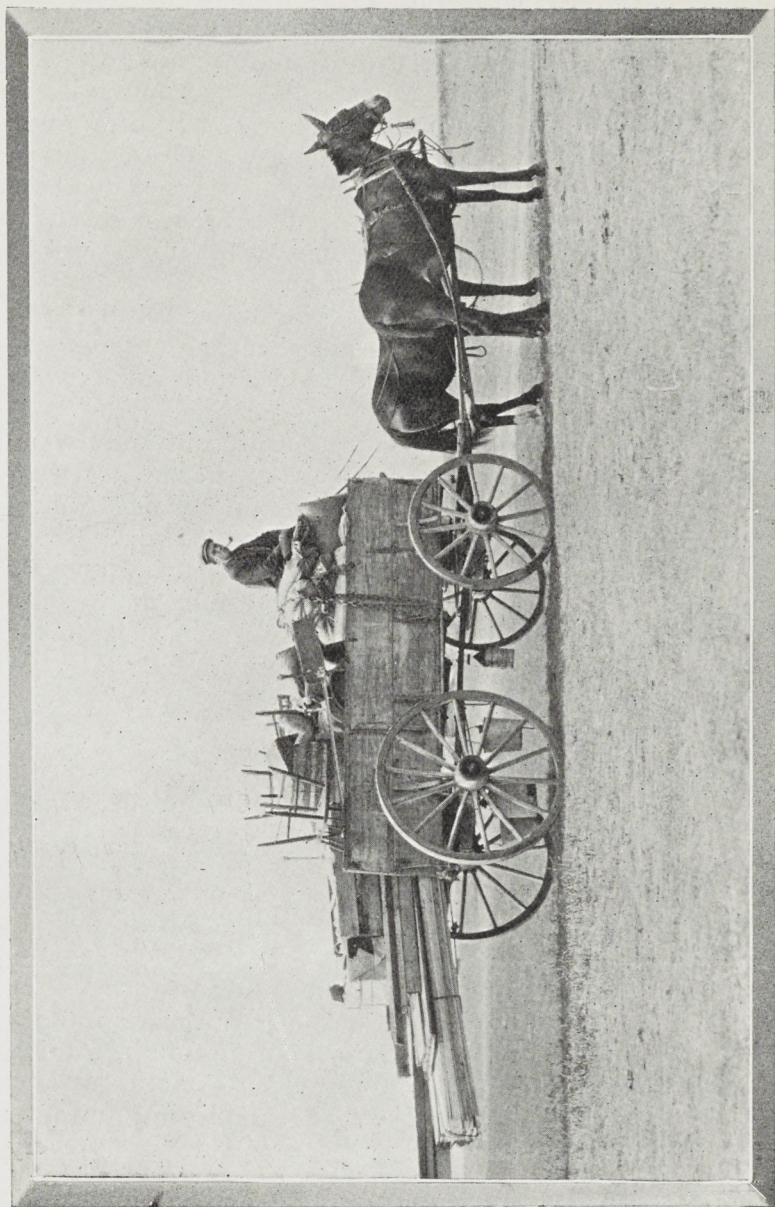
The Great Northern has a number of branch lines which extend into the provinces of Manitoba, Alberta, and British Columbia, with others in prospect.

The railways are looking for business, and when any group of farmers show that they can produce a substantial something to be sent out to the rest of the world they will not have to wait long for a railroad.

Recognising the vital part which the railways play in the life of Canada and the possibility of the abuse of power on the part of railroad owners, the Government has established a commission or court, which is clothed with authority to adjust all disputes between the public and the railways and to absolutely control freight and passenger rates.

Crop-handling Capacity Elevators.

In Manitoba there is an elevator capacity of 24,000,000 bushels, an increase of 772,000 bushels over the year 1908. The



"A BUILDER OF EMPIRE."
SASKATCHEWAN OR ALBERTA SETTLER—"GOING IN" WITH HIS EFFECTS.

CANADA FOR THE INVESTOR.

number of elevators erected in Saskatchewan in 1910 was 220, while the storage capacity was increased from 17,924,500 to 26,279,000 bushels, or a gain of over 6,454,500 bushels. Alberta's elevator capacity has almost doubled, being now 8,050,400 bushels, as against 4,092,400 bushels in 1908. In the Western Provinces west of Winnipeg there are over 1,800 elevators in active operation, with a storage capacity of 55,234,900 bushels.

The development is going on so rapidly, that it is safe to assume that a proportionate yearly increase of storage will be necessary for the next ten years at least.

The railway mileage throughout Central Canada is not to be lost sight of in connection with grain handling. During the last year over 1,000 miles of steel was added to the 10,415 miles previously constructed.

The building of the Grand Trunk Pacific has opened up millions of acres hitherto inaccessible commercially, and with the completion of its branch lines the area so benefited will be still further increased. In like manner the Canadian Pacific and Canadian Northern have been extending branches. By the end of next year there will be but few districts in the three Provinces which are not within easy range of some point on the great railway systems of the Dominion.

Government and Education.

"How am I to be governed?" is the question put by the intelligent settler who contemplates bringing his family into Canada, that they may grow up to be a part of this new land. Canada is an integral part of the British Empire, and is essentially a self-governing nation. The duties of law making are divided between the Dominion and the Provinces.

The Dominion Parliament is composed of two houses—an appointed Senate and an elected Commons. The qualification of voters for the Dominion Commons is either manhood suffrage (one man, one vote) or if a property qualification is imposed it is so light as practically to exclude no one. Each member of the Government is responsible to the people for his every administrative act.

Canadian Investments

FOR BRITISH CAPITAL.

WE HAVE HAD TEN YEARS' EXPERIENCE IN HANDLING WESTERN CANADA REAL ESTATE, AND ARE THEREFORE IN A POSITION TO GIVE YOU AUTHENTIC INFORMATION REGARDING THE FOLLOWING RELIABLE AND SAFE INVESTMENTS.

**IMPROVED FARM LANDS.
TIMBER LANDS.
RAW PRAIRIE LANDS.
CITY LOTS.**

In 1905 business frontages sold at £3 per foot ; by a steady rise in prices these realised £250 per foot in 1912. The most conservative estimate places the future value of these properties at anything from £290 to £400 a foot. There is no great boom, although property is exchanging hands already at greatly enhanced prices. Inquiries and actual investments from Great Britain make the City the centre of real estate activity for the Canadian west.

IF YOU PLACE YOUR MONEY WITH US FOR INVESTMENT WE WILL GIVE YOU THE BENEFIT OF OUR EXPERIENCE IN INVESTING LARGE OR SMALL AMOUNTS IN A GOOD PAYING PROPOSITION.

PRINCIPALS OR SOLICITORS ONLY DEALT WITH.
NO AGENTS.

OVER \$1,000,000 INVESTED FOR CLIENTS DURING
THE LAST YEAR.

For full particulars write

**McCALLUM, HILL & CO.,
1770 Scarth Street, REGINA, CANADA.**

IMPERIAL BANK OF CANADA. Reference by permission.

CANADA FOR THE INVESTOR.

The Dominion Parliament deals with the militia, criminal law, railways, customs, post office, the tariff, and trade relations with other countries. The Dominion controls the administration of public lands in the three Prairie Provinces and in Northern Canada. As these Provinces contain millions of acres of unoccupied agricultural land, which is immediately available for settlement, the Dominion Government takes up very earnestly the work of promoting and encouraging the right kind of immigration.

The Provincial Governments are responsible bodies elected by the people. They make civil laws and administer criminal law, provide for municipal government, and deal generally with matters of a provincial nature. Each province is in absolute control of its own system of provincial education, and probably no country in the world enjoys a broader or more generous system of public education than that which obtains in Canada's four Western Provinces.

Western Canada, untrammelled by old-world tradition, has evolved a system of free public schools admirably fitted to the needs of a new country. Provision for education is generous, the desire being to bring within the reach of each child the opportunity of acquiring a sound English education.

Law and Order.

Canadians have reason to feel proud of the laws governing the country and the manner in which they are administered. There is an observance of them that is appreciated by all law-abiding citizens.

Industrial Resources.

The industrial future of Prairie Canada is based upon a wonderful variety of natural resources. Attention has been chiefly directed to the opportunity in wheat, but in a plain which stretches 1,000 miles one way and over 600 miles another inducements of diverse character offer. The surface of the country consists of a series of terraced plains running north-west and south-east parallel to the Rockies. Western Alberta

INDUSTRIAL RESOURCES OF WESTERN CANADA.

extends to and beyond the foot hills with elevations as high as 4,000 feet above sea level. Passing east from here, the foot hills give way to a great prairie steppe embracing about three-fourths of Alberta. The average elevation of this section is 2,000 feet above sea level. The next great elevated plain, with a mean height of 1,000 feet, broadly speaking, includes the whole Province of Saskatchewan; and the major part of Manitoba attains an elevation of between 500 and 1,000 feet.

The resources of these three Provinces make possible successful farming of every description. "Extensive" farming, that is grazing and grain growing, has blazed the way on the prairies; now mixed or "intensive" farming, that is the specialised branches of animal husbandry, is treading close on the heels of wheat growing.

Comparisons are sometimes illuminating, and in Canada a population only a little larger than that of the London district is undertaking to throw two additional great world highways across a region which twenty-five years ago was stigmatised as an unproductive desert. The *Wall Street Journal* declares that within five years the Canadian Northern and Canadian Pacific alone will haul more wheat to the seaboard than all the railways of the United States combined. Lord Strathcona says: "At the end of the twentieth century Canada will have a population twice as large as that of the British Isles." Then will Canada become the dominating state in the British Empire.

The people are coming in. The population of the three Prairie Provinces grew from 400,000 in 1901 to considerably over a million in 1910. It is no country for drones. The man who does not work in Canada, whether he be a rich man or a poor man, is looked upon with suspicion by the rest.

Nationality is no bar to progress if the man has pluck and determination. Good common sense, a willingness to work, and acceptance of conditions all make for success.

Forest Reserves and Tree Culture.

There are twenty-six forest reserves in Central Canada, including parks. The work of creating reserves is still in

CANADA FOR THE INVESTOR.

progress. Last year recommendations were made that 387 square miles be set aside in Southern Alberta, 130 square miles in Manitoba, 285 square miles in Saskatchewan. Not so long ago the people of Central Canada were told they could grow no trees except the Manitoba maple, the poplar and birch. Broadway in Winnipeg is one of the most beautiful streets in the world, and the elms have made it so. The foliage has become so thick that the trees will have to be thinned out. Of all the elms planted in Winnipeg not one per cent. has died. In several western towns there are splendid avenues of trees of a few years' growth.

Education.

There is but one school system—the public school system—under which all schools are free to children between the ages of five and fifteen years. High schools in all the cities and larger towns are free to resident pupils, and in Winnipeg and Brandon there are colleges possessing a standing equal to that of the institutions of the older provinces. The public schools are maintained largely by Government appropriations, at present about \$200,000 yearly. In this Province, as throughout Saskatchewan and Alberta, the Dominion Government has set apart two sections of land in each township, the income from which is applied to the support of the schools therein, the remainder of funds being provided by a land tax.

Private schools, business colleges, and public libraries, as numerous, as well equipped as those in similar communities anywhere, are established in all the cities and towns of importance, so that these with the public schools offer educational facilities fully equal to those of any country. In 1886 the number of schools in the Province was 422, with a school population of 16,834. In 1911 there were 2,000 public schools in the Province, with a school attendance of over 95,123. There are also a number of Catholic parochial schools.

There is an Experimental Farm at Brandon that is doing much to educate the farming population of the Province. Accurate records of all experiments in practical work are kept, and the information is given to the settlers free. There are



GOING FOR A MORNING WALK: 25 DEGREES BELOW ZERO,
THE AUTHOR AND HIS LITTLE GIRL, AGED THREE, QUITE HAPPY
AND WARM IN THE EXHILARATING DRY ATMOSPHERE
OF THE WEST,

CANADA FOR THE INVESTOR.

also dairy schools, farmers' institutes, live stock, fruit growers, agricultural, and horticultural associations that are doing much to educate the settlers, free of charge to them, in the most successful methods of carrying on the varied branches of their calling.

People.

Only 36 per cent. of the population is native to the Province, which indicates the comparatively recent date of settlement, for no Province east of Manitoba has so small a percentage of natives. The population is about 62 per cent. native to Canada and about 20 per cent. native to countries not belonging to the British Empire.

Of the foreign-born element the census shows that in Manitoba over 25,640 were born in Austria-Hungary, 12,023 in the United States, 11,730 in Russia, 5,148 in Germany, and 4,179 in Norway and Sweden. French, Belgians, and other European nationalities make up the remainder of those who have taken advantage of the free lands and superior cropping capabilities of the country. The foreign-born residents are rapidly becoming naturalised.

The percentage of growth in the past decade has been great. In 1891 the Province had 152,506 inhabitants; in 1901, 255,211; in 1911, it had 400,688, representing an average density of practically six persons to the square mile.

As in other of the Western Provinces of the Dominion, the recent settlement of Manitoba exhibits disproportional numbers of the sexes, the inequality not being as marked, however, as in the provinces farther west. The proportion of females by the census of 1901 was 45.7 per cent; by the census of 1911 it was over 55.9 per cent. In the early days the population was apart from Indians, largely French and French half-breeds. On the agricultural possibilities of the country becoming known there was a large immigration from the United States, Great Britain, Central and Northern Europe, with a considerable influx of settlers from Ontario and other parts of Eastern Canada.

For further information, write C. F. Roland, Industrial Commissioner, Winnipeg, Manitoba.

REGINA.

We do more business with Investors in Regina Freehold Property than any other Company or Firm in Great Britain.

We guarantee and pay six per cent. interest on the amount of your investment in all building sites purchased in our Mayfair Estate, Regina, until resold at a considerable profit to the purchaser. Mayfair Estate is situated within two miles of the actual business centre of the City, with three of the principal streets running directly through the Estate, on two of which the Electric Trams are already running.

During the past year hundreds of our clients have made from 50 to 280 per cent. on their investments, acting on our recommendations.

We have to-day opportunities just as good, and offer you the most efficient and best organised force for the sale and purchase of Canadian property in Great Britain.

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Indian Head.

A Rich Farming Centre.

INDIAN HEAD is situated on the main line of the Canadian Pacific, some sixty odd miles from Regina, being the head centre for the Provincial Government's Experimental Farm, which is considered one of the finest in the Dominion. The characteristic feature of Indian Head is the fine line of elevators, having an aggregate capacity of over 400,000 bushels. In 1902 Indian Head handled more grain in the initiatory stage of shipment than any other point in the world. Competent and reliable authorities estimate that at least 2,000,000 bushels will be harvested here in 1912.

The town is remarkable for its healthfulness. The soil is noted for qualities that are specially adapted for the growing of trees. This is corroborated by the statements of officials of the Forestry Association, and is substantiated by the fact that the initial Forestry Farm, under the direction of the Dominion Government, and in fact the only Forestry Farm in the Dominion, consisting of 200 acres, is situated about one mile south-west from the town. Such a character of soil will encourage the planting of trees, the formation of lawns and boulevards, room for the latter of which is amply supplied by the generous width of the streets.

The Forestry Farm adjoins the eastern limit of the town, and is consequently easily accessible to residents and tourists. As all mankind are more or less charmed by the beautiful in art and nature, a favourable opportunity presents itself for the study of objects of interest in both nature and art such as are here displayed. Its area is one square mile, the outer limits having a heavy border of trees that, besides being an object of beauty, form a protective wall against the elements. The site



COMMENCEMENT OF A PRAIRIE TOWN ONE YEAR OLD, WHERE OPPORTUNITY AWAITS
THE BRITISHER.

CANADA FOR THE INVESTOR.

is picturesque in the extreme, and the variety of artificial and natural beauty make it, laid out as it is in attractive drives and rambles, one of the most beautiful and extensive resorts in the neighbourhood of any town.

Financial Centre and Distributing Point.

Indian Head is not only the financial centre of this famed and wealthy district, but it is to a large extent the distributing point for the richest producing district in the world. The business of the town is much greater in volume than the majority of others of its size. This is evinced by the fact that three of the leading Canadian banks, with a total capital of \$36,000,000, have established branches here.

Business Blocks.

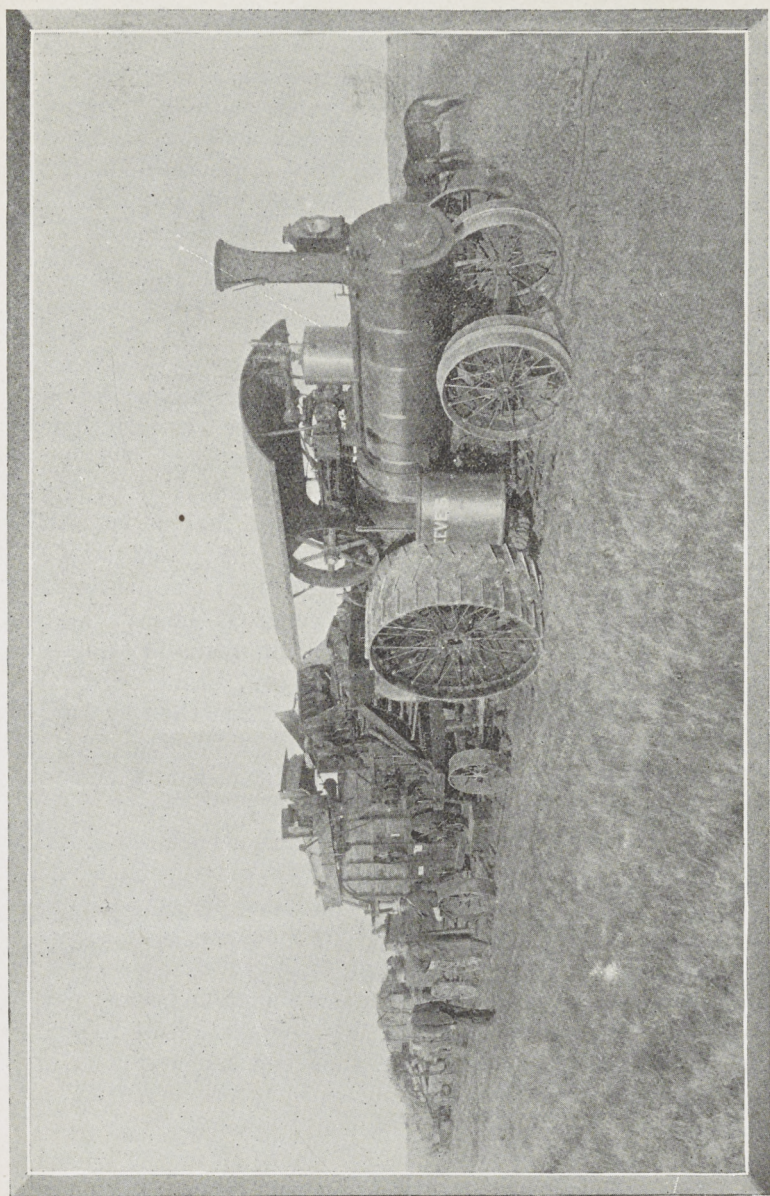
As an indication of the increasing business, and that the heads of these institutions have full faith in the future of the town, the Bank of Montreal and the Union Bank have two business blocks which may be classed among the finest in Western Canada. The cost of the former is \$40,000 and that of the latter \$25,000. There are in addition the agencies of a large number of mortgage and loan companies that advance money on real estate. From a banker's point of view the town has to-day few equals of its size on the continent.

Nowhere in the west, from Winnipeg to Calgary, is there to be found such a splendid opera house. Competent judges have repeatedly declared that it would do credit to such cities as Montreal, Winnipeg or Toronto.

For men whose tastes incline in such a direction the town boasts of a club, one of the wealthiest in the west, the splendid and well-conducted quarters of which are in the opera house block.

The Lady Minto Hospital, a fine building, costing \$6,000, erected and supported by the town and district, is a monument to the charitable inclinations of the people.

The town is also up to date in that it provides sports and



THRESHING OUTFIT GOING INTO THE GOOSE LAKE COUNTRY, SASKATCHEWAN.

CANADA FOR THE INVESTOR.

recreations of various kinds to an extent that would cause surprise to the average Britisher. British towns of five times its size do not offer so much money in prizes for local sport and other celebrations. Rarely a week passes without athletic sports at the park, while each evening has its football, baseball, cricket, lacrosse and tennis games, and gun club shoots, by local contestants. During the winter curling and hockey matches are the popular sports, the town having some of the best curlers in the country.

Qu'Appelle Lakes.

Ten miles north of Indian Head are the beautiful, far-famed Qu'Appelle Lakes, reached by pleasant driving over the excellent district roads. The Qu'Appelle Valley, endowed as it is by nature with attractions of enlivening interest, is becoming yearly more popular, and affords a boon for the tourist and sportsman in healthful environment and the grand scenic effects that are constantly being brought to view. Citizens of the town, fully appreciating the generous bounty here supplied by nature, have erected a large number of cottages, to which they resort in sporting seasons. From personal observation of the Author, it may be considered the Lakeland of Saskatchewan.

The citizens of the town of Indian Head have spent \$180,000 for the installation of water works, sewage and electric light. The water is obtained from springs in the Squirrel Hills, seven miles from town, to which it is brought by gravitation. The character of the water is of the best and the supply practically unlimited. The present capacity is for 500,000 gallons per day, which can be extended as the growing needs may require, and the first construction, for fire purposes included, can give 1,000,000 gallons, sufficient to supply a population of 10,000. About 3,000 feet from these springs there is a lake 100 acres in area, which may be utilised if required in future as a natural storage basin. The cost of water works was \$69,000. The construction for the present sewerage system provides for six miles. This with other appurtenances, including a septic tank,

INDIAN HEAD.

cost over \$50,000. The electric light installation has been carried out by the Canadian General Electric Company. The current is calculated to supply 2,700 incandescent lamps if in use at one time on the basis of 16-candle power. At present the calculation is to provide for 6,000 incandescent lamps and 30 arc lamps. The contract was \$25,836.

Altogether Indian Head possesses many advantages for British capital, small investors, factories and new comers.

For further particulars of opportunities offered, write the Secretary, Board of Trade, Indian Head, Saskatchewan.

A Growing Centre for British Investors and
New-comers.

Indian Head, Sask.



A Typical Harvest Scene—Saskatchewan.

MANUFACTURING OPPORTUNITIES.

The Town of Indian Head, situate on the Main Line of the Canadian Pacific, offers exceptional facilities for Flour Mills, Flax Crushing Mills, Breweries and small industries.

FARMING OPPORTUNITIES.

The surrounding country possesses the finest hard wheat growing lands in Saskatchewan, unequalled for fertility, offering splendid opportunities for Grain Growing and Mixed Farming.

All Britishers going West are cordially invited to break their journey at Indian Head in order to see this prosperous town, and the Government Experimental Farm, the finest in the Dominion.

For further particulars write to
THE SECRETARY, BOARD OF TRADE - INDIAN HEAD,
Saskatchewan, Canada.

Regina.

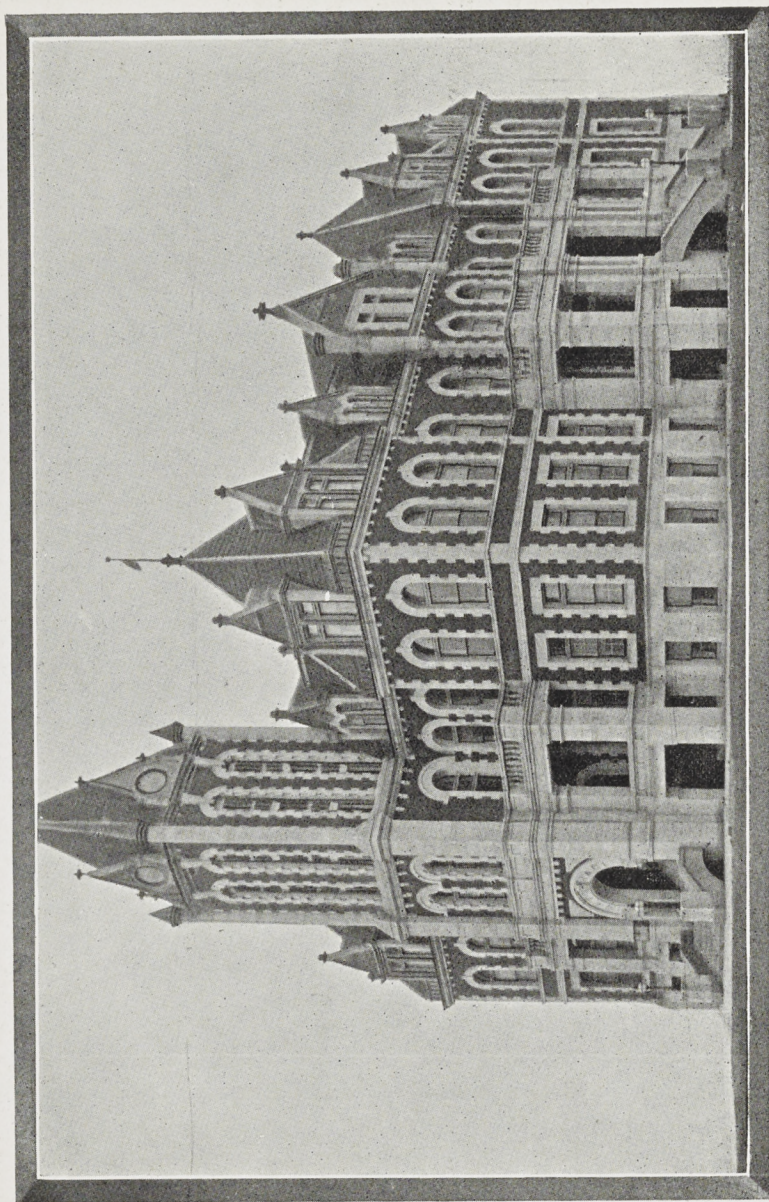
The great Commercial and Distributing Capital of
Saskatchewan.

REGINA has had progress equalled by few cities of this continent. Its growth in population and prosperity has been phenomenal. Its transportation facilities make it a great distribution centre of the Canadian west.

A progressive revolution is quietly taking place in Canada. So quiet is its active march to its predestined goal, that many of the older countries are unaware of the wonderful work it is doing in the creation of the mightiest institutions of the race in this twentieth century of modern progress. The sturdy races of other climes are now possessing the land and the rich fields of Saskatchewan, building up one of the richest provinces in the history of the world.

All this science, agriculture, industry, invention and social advancement are tending to make Canada the mightiest link of the British Empire. It is only within comparatively recent years that Canada has evolved into a manufacturing country, as before that its agricultural development had attracted the greatest attention. Within more recent years a striking tendency has been manifest for manufacturing to follow settlement in the rapidly-developing provinces of the Canadian west.

Regina has grown as the Province has grown, and in the future must grow in like manner. Its future greatness is assured. A little over a quarter of a century ago it had its beginning in a town of tents, and began thus even before the advent of the railway. For a time it was known abroad chiefly because it was the head-quarters of the world-renowned Royal North-West Mounted Police. Notwithstanding the disaster which, in 1912, overcame the city, it is a modern, well-



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ACREAGE

Within the CITY limits of REGINA.

With one exception, the last undivided
HALF SECTION IS FOR SALE IN
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At Prices ranging from
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TERMS MAY BE ARRANGED TO SUIT PURCHASERS.

ALSO

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AND

=BLOCKS of LOTS=

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CANADA FOR THE INVESTOR.

appointed, solid commercial centre, its citizens (Canadian, British, and American) having firm confidence in its present and future prosperity and industrial progress.

The eyes of the world are upon the west, half conscious, yet marvelling at the unbounded wealth being taken from the rich, black land of its fertile prairies. The agricultural wealth of Saskatchewan lays the most solid foundation for its future growth. In 1909 the occupied and cultivated lands of Saskatchewan yielded wealth in cereal produce alone to the value of \$150,000,000, and only about one-tenth of the land of the Province is under cultivation.

The extensive railway facilities which Regina possesses undoubtedly place the city in the premier position as a distributing centre for Saskatchewan. Situated on the main line of the Canadian Pacific Railway, it is also the terminus of the Regina and Arcola Line, an alternative route south-east to Manitoba points. Regina is the terminus of the Canadian Northern Railway's southern main line from Winnipeg and Brandon, and also of the Canadian Northern Railway's Prince Albert Line. The line to connect Regina with the Canadian Pacific Railway's Pheasant Hills Branch is now under construction, and will be shortly completed. The same company have also surveyed a line south to connect with their Weyburn-Stoughton line at Griffin. The Grand Trunk Pacific are now building their line from Yorkton to Regina, and will have it completed at an early date. This will be continued in a south-easterly direction to the international boundary at a point at or near North Portal. Construction work on this line is in progress. Other lines that are contemplated are the Canadian Pacific Railway's Regina, Saskatoon and North Saskatchewan line to Prince Albert, the Canadian Northern Railway's line north-westerly to Edmonton, and a second, north line to connect with their main line and farther northward, and the Grand Trunk Pacific's Regina-Brandon southern main line, the Grand Trunk Pacific westward to Edmonton, connecting with the main line at that point, thence to the Pacific Coast. There is no doubt but that the Grand Trunk Pacific line westward united with the line from Regina to

P. McARA, JR.

JAS. McARA.

W. L. WALLACE.

McARA BROS. & WALLACE,

ESTABLISHED 1886.

**FINANCIAL AND LAND AGENTS,
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REGINA

The Financial, Industrial, Railway, Government,
Educational and Social centre of the Province
of Saskatchewan,

The centre of the largest wheat growing and
exporting area of the Empire,

Is the City affording the greatest investment
opportunities of the west.

**Farm Lands, City Property and Mortgage Loans
are safe and profitable.**

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Buying, Selling, Renting and Managing Property on a
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Funds invested in first mortgage securities to net six to eight
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THE IMPERIAL BANK OF CANADA.

THE BANK OF MONTREAL.

McARA BROS. & WALLACE,
2114-16 Eleventh Avenue, REGINA, Canada.

CANADA FOR THE INVESTOR.

North Portal, where it connects with the Great Northern Railway system, will be at an early date the main artery for traffic between the eastern American centres and the Japan trade, Regina being so situated geographically that it must become the distributing centre for the middle west. Many passenger trains now arrive at or depart from the city daily, making it easily accessible from all points. That this is generally recognised is proved from the fact that 435 commercial travellers' certificates were issued at Regina for 1911 by the Secretary of the North-West Commercial Travellers' Association. These travellers make Regina their home, working from there to all parts of the Province, grasping the opportunity for commercial development made possible by the extension of the Canadian Pacific, Canadian Northern and Grand Trunk Railways—these highways of commerce—together with eight branch lines, totalling 3,442 miles, feeding and supplying 220 towns and villages within a radius of 100 miles of the city, the main lines and branches supplying a population of 500,000.

The total capital expended, together with that being spent during 1912, by the different railway systems on these main and branch lines will, from a conservative estimate, exceed \$50,000,000.

Regina's Shipping Territory.

RAILWAY CONNECTIONS.

C.P.R. main line east to Broadview.

C.P.R. main line west to Medicine Hat.

C.P.R. Arcola line to Arcola.

C.P.R. Soo line to Macoun.

C.P.R. Outlook line to Outlook.

C.P.R. Wolseley-Reston line to Fairlight.

C.P.R. Kirkella to Elstow.

C.N.R. Brandon line to Kipling.

C.N.R. Prince Albert line to Dundurn.

G.T.P. Yorkton and Melville to Regina, in course of construction. Steel laid to Balcarres ; will be completed this year.

G.T.P. is now building south-east one hundred miles, Regina to Portal.

BRITISH INVESTORS.

We make a speciality of investments suitable for the requirements of the British Investor, large or small. We own securities of the Provincial Governments, Municipalities, Cities, Towns and School Districts in Western Canada, which we offer to yield from 4% to 6%. We also invest funds in first Mortgages to net the investor 5% to 6½%.

Correspondence is particularly invited from the small investors who wish to safely place sums of £100 and upwards.

We undertake the collection and remittance of matured debentures and coupons as well as the principal of, and interest on, mortgages. Our clients are assured of the greatest care and every assistance in the selection of investments; safety of the principal is **first and paramount** with us, we have never lost a dollar of principal or interest for any of our clients.

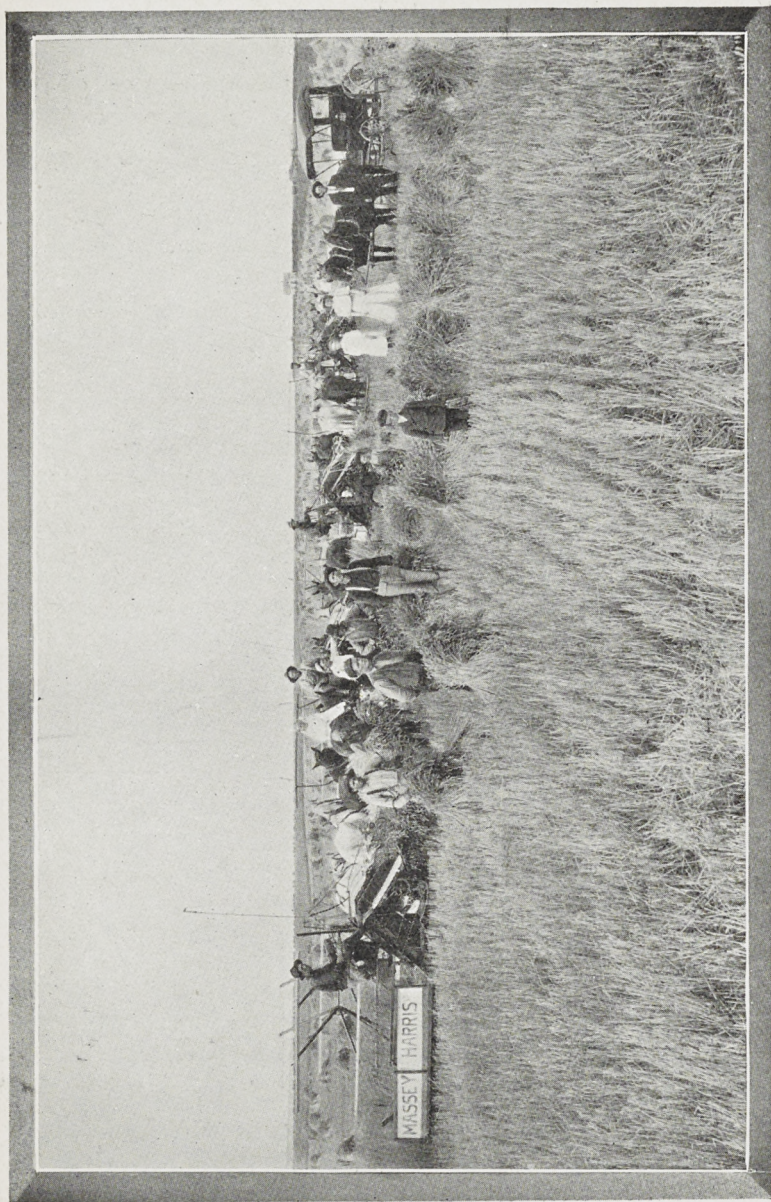
Correspondence Specially Invited.

NAY & JAMES,

Bond Exchange Building, REGINA, CANADA.

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HARVESTING A 20,000 BUSHEL WHEAT CROP ON HANS KRUSE'S FARM,
SWIFT CURRENT, SASKATCHEWAN.

"WHERE BRITISH LABOUR IS WANTED."

REGINA.

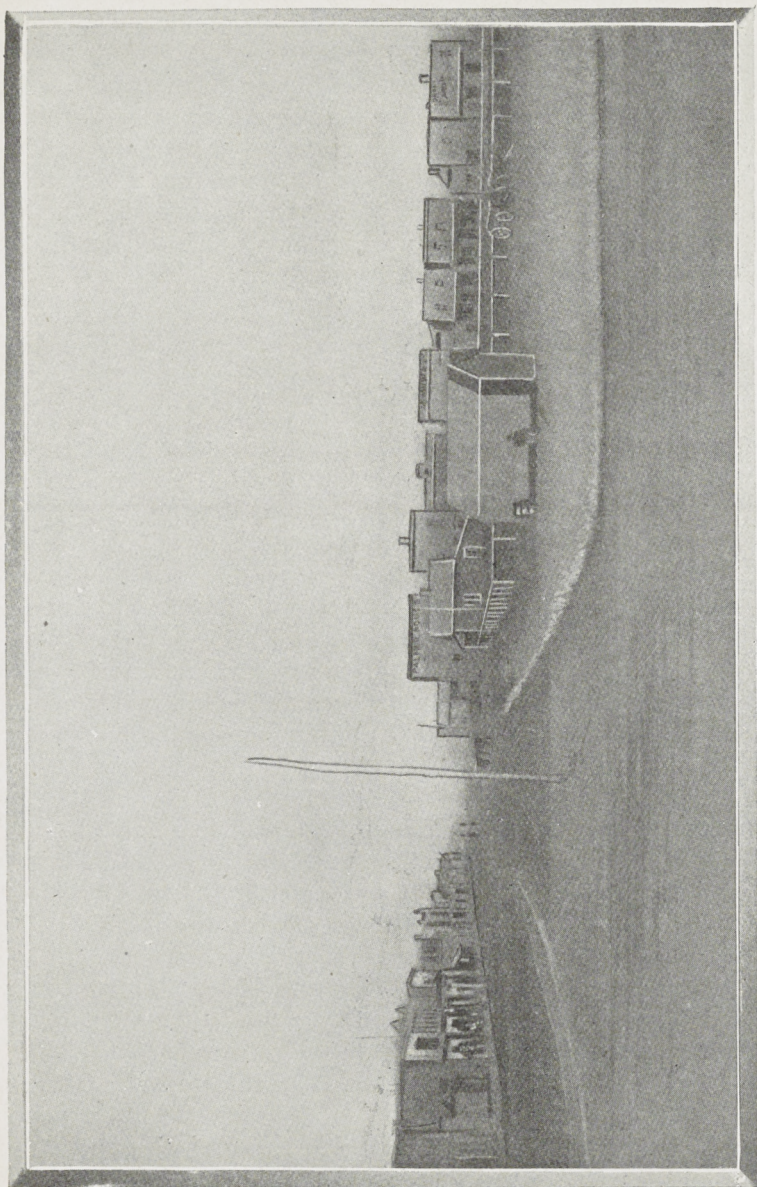
With these established advantages as an industrial and distributing centre, and being alive to the fact that these commercial facilities should be made known to the world in a business-like and systematic manner, Regina's public spirited citizens invested their own capital, laying out the city under the most modern methods of sanitation, industrial and social progress, by which wise policy the city can and does offer facilities for the manufacturer and capitalist which will compare most favourably with any other city in the Dominion.

Manufacturing Opportunities.

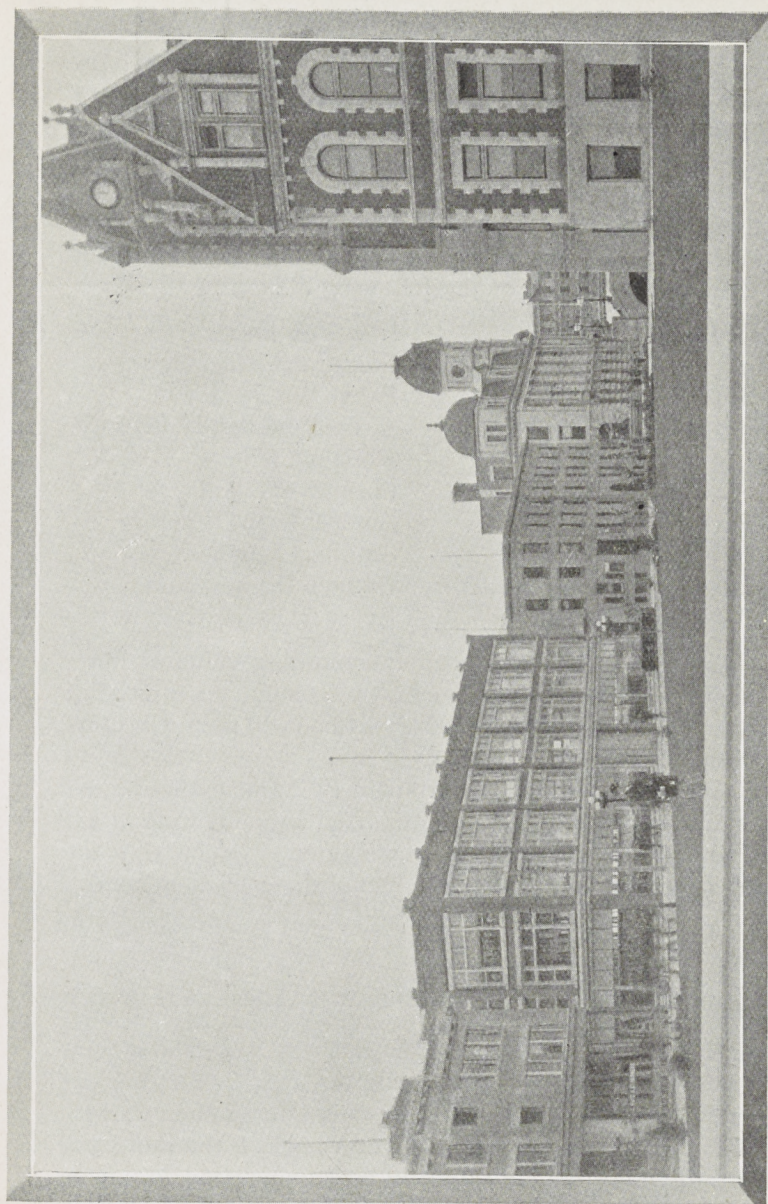
From the foregoing review, based on the solid foundation of facts, it will be readily admitted Regina has something for the manufacturer in the matter of location that no other city in the Province of Saskatchewan can offer. It is the place into which raw materials can be cheaply shipped. It is the place out of which the finished product can be economically forwarded to every market in the Canadian west. These are facts which cannot be overlooked by the capitalists, manufacturers and wise business men anxious to secure their share of the unbounded possibilities and unlimited opportunities for solid commercial enterprise the western markets offer at this stage of their established prosperity.

The latter statement is verified by the fact that agricultural implement firms alone are doing business to the extent of over \$20,000,000 per year, and the banks are sharing in an ever-increasing business from the influx of settlers into Regina and the surrounding district.

The Regina Clearing House was established October 1st, 1909. The local clearings for the first year was \$50,750,672.69c. There are ten established banks in the city, including the Bank of Montreal, the Union Bank of Canada, the Imperial Bank, the Bank of Commerce, the Bank of Ottawa, the Dominion Bank, the Royal Bank, the Bank of Nova Scotia, the Traders' Bank, and the Northern Crown Bank.



REGINA, 1904.
THE TENT IN FOREGROUND WAS THE TOWN POLICE STATION.



BUSINESS CENTRE (ONE OF SEVEN) IN REGINA: 8 YEARS' PROGRESS.
THE CAPITAL OF SASKATCHEWAN, 1912.

CANADA FOR THE INVESTOR.

Industrial Opportunities.

The extensive railway facilities Regina possesses have naturally helped considerably in the progress of the city's distributing trade. To meet the ever-increasing demands of the population of Saskatchewan, several hundred miles of branch lines are to be added this year to the city's railway connections, bringing other well-developed sections into direct communication with the city. The present and future demands call for the establishment of the following industries :—

Felt Hat Factory.	Iron Fencing.
Shirt and Collar Factory.	Buggy and Wagon Factory.
Straw Hat Factory.	Paper Box Factory.
Oil Lamp Factory.	Biscuit and Candy Factory.
Motor-car Factory.	Knitting Mill.
Furniture Factory.	Linseed Oil Mill.
Clock Factory.	Binder Twine Factory.
Photo-Engraving Plant.	Gasoline Engines.
Wholesale Paint and Glass Factory.	Branch Houses, and
Match Factory.	Every class of trade.

Thousands of tons of flax straw, containing valuable fibre, are annually burned by the farmers, which might be utilised in many ways, and which would be a great boon to manufacturers using this raw material in Regina.

It is estimated from the Government Blue Books that binder twine to the value of \$550,000 is imported annually from Great Britain, and the United States, which proves conclusively the splendid opportunity there is for establishing such a factory in Regina.

Model Spur Track System to Industrial Sites and Branch Houses.

Regina's position as a distributing centre is assured by her vast system of main and branch railways. In connection with these, the city owns and controls the whole of the industrial sections adjoining the main railway lines, which is laid out on

REGINA.

the most modern plan of spur tracks, each site being served by three tracks—one for loading or discharging and one connecting with main lines, with suitable switch arrangements to minimise any delay in handling freight cars to the lots laid out. The city sells these at \$200 per lot, having a frontage of 25 by 125 feet, and \$400 per lot with a frontage of 50 by 125 feet. The annual spur track rental on a warehouse site of two 25 feet lots is \$8.50c.

It will be readily conceded from the foregoing that Regina is destined to play an important part in the development of the middle west. It is pre-eminently situated as the distributing centre of the Province, the extensive railway facilities possessed by Regina being the foundation of her natural progress and prosperity.

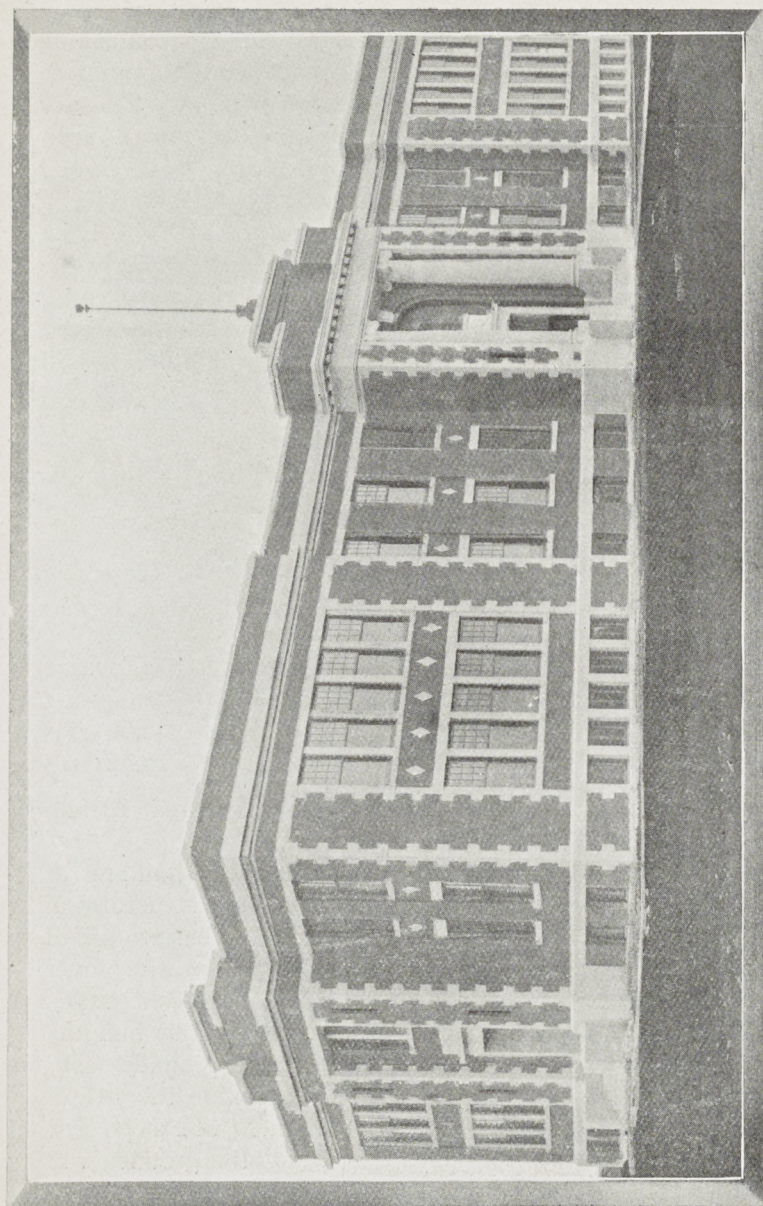
British Faith in Canadian Investments.

The following comparison of the amounts loaned by Great Britain to her oversea possessions during 1910, taken from the *Financial Times* of London, may be interesting:—

	Governments, Municipalities, and Railways.	Other Securities.	Total of Securities.
Australasia ..	\$7,436,305	\$7,404,925	\$14,841,230
Canada.. ..	34,915,740	39,474,865	74,390,605
India	40,285,000	9,380,965	49,665,965
South Africa ..	....	17,921,415	17,921,415

For the last five years the amount loaned by Great Britain to Canada was no less than \$609,000,000.

Saskatchewan's new and palatial Parliament building at the capital city, Regina, is one of the largest stone structures in Canada, being 543 feet by 264 feet, and from the base to top of dome 184 feet. This magnificent legislative hall, on which over \$1,500,000 has been expended, is of English Renaissance style, and will, architecturally, be equal to any other public building in the Dominion. The extensive Parliament grounds, consisting of 160 acres on Wascana Lake, overlooking the city of Regina, are very attractive. On the fulfilment of the present comprehensive plans of the landscape artist, the grounds will rank among the finest of the Dominion's public gardens.



REGINA COLLEGIATE: TYPICAL OF THE COLLEGES AND SCHOOLS OF CANADA.

REGINA.

Water Supply.

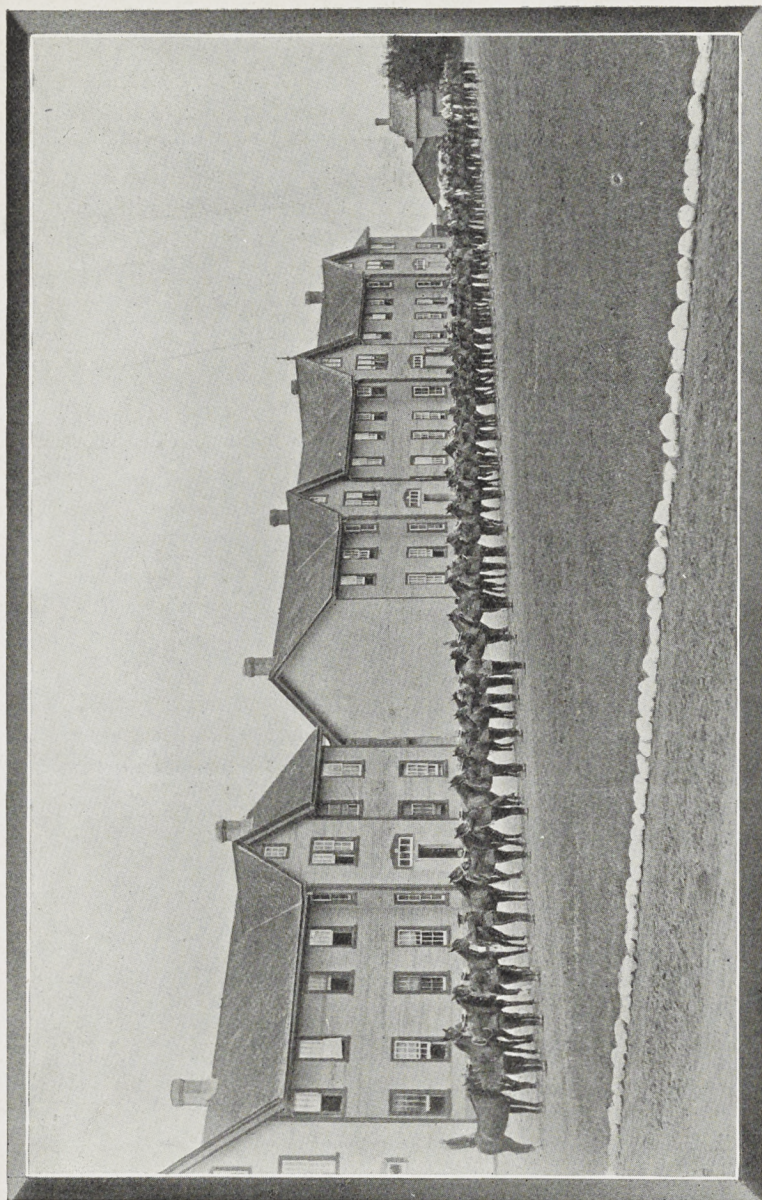
Regina is exceptionally fortunate in having an abundant supply of the very purest water. Both for domestic and manufacturing purposes this water cannot be excelled anywhere in the Dominion. It is brought to the city by gravitation from springs some five miles distant, and is always cold, even in very hot weather. There is a sufficient supply to serve a city of 100,000 inhabitants after allowing 2,000,000 gallons a day for manufacturing purposes, and there are a large number of springs from which a further supply can be drawn as necessity arises.

GREATER REGINA, 1912.

Regina is the centre of real estate activity for Saskatchewan, offering the best and safest investments in city and farm property in Canada. The population, which is now about 43,000, has risen from 2,000 in ten years. Building permits for 1911 totalled \$5,350,000. The prognostications for 1913 point to a still more remarkable impetus. The Bank Clearings for 1911 were over \$73,000,000, and for the first six months of 1912 over \$65,000,000.

The Grand Trunk Pacific recently completed arrangements with the City Council to make Regina the main divisional point for the Canadian west, with freight yards, round houses, station and modern hotel, involving a capital expenditure of over \$1,000,000. The Canadian Pacific and Canadian Northern are also carrying out extensive improvements involving a similar amount. This, together with the New Street Railway system, addition to the Exhibition Grounds, and the extensions to the power-house and new gas plant, will from a conservative estimate involve a capital expenditure of several millions in 1912.

Without undue elaboration or unfair comparison, I believe that in Regina will be found all those present-day facilities and prospective advantages that a modern centre of commerce requires. There are many interesting features that have necessarily to be omitted in order to bring out a few of the salient facts within the limits of a brief review, the object of

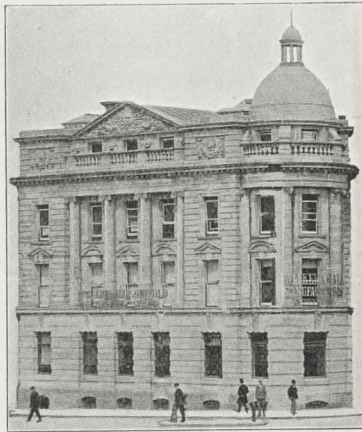


THE HEAD-QUARTERS OF THE WORLD-RENOUNDED ROYAL NORTH-WEST MOUNTED POLICE,
WHO KEEP THE PEACE OF THE WESTERN EMPIRE.

REGINA.

which is to point out to capitalists, manufacturers and investors the real opportunities that exist for safe investments in the local metropolis of a Province which has such an unbounded future, and which Regina's citizens can with every confidence and assurance bring before the investor and the industrious millions of Great Britain.

For further particulars, write to L. T. McDonald, Secretary and Commissioner, Board of Trade, Regina; the Canadian Information and Development Bureau, Sun Buildings, Clare Street, Bristol; or 88 Chancery Lane, London.



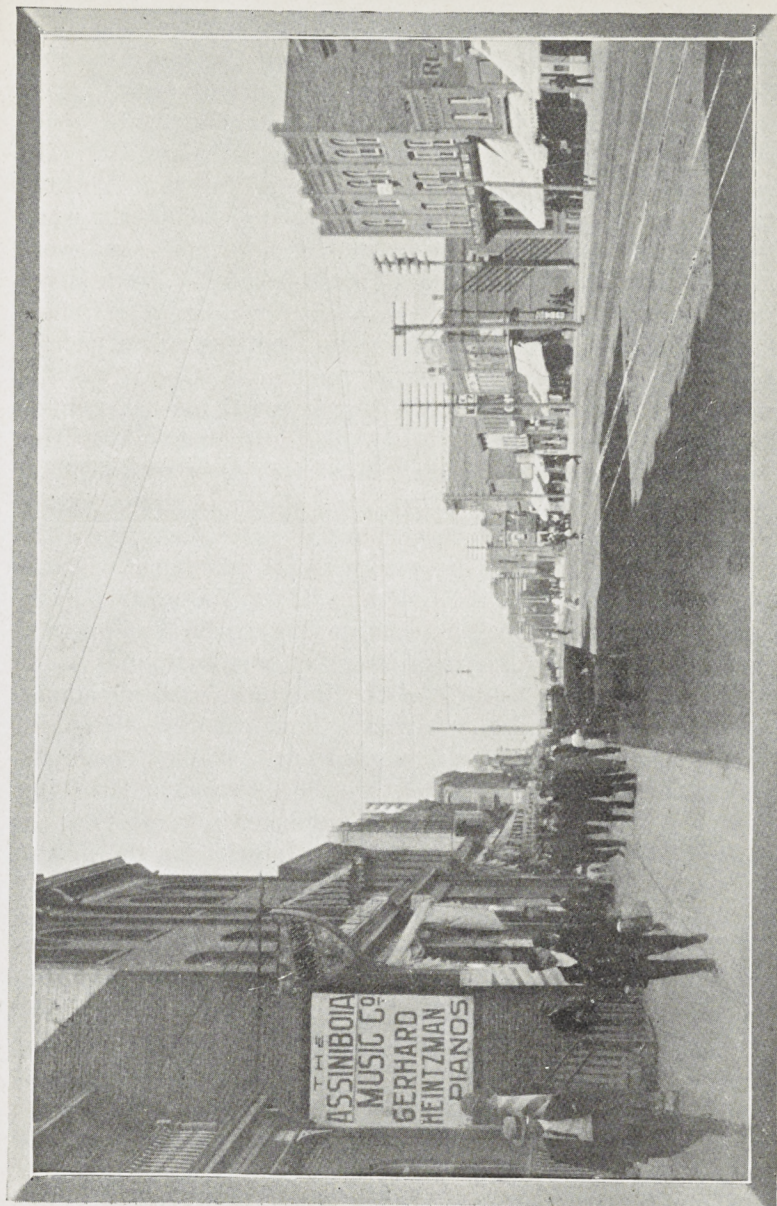
HEAD OFFICE OF THE
CANADIAN INFORMATION AND DEVELOPMENT BUREAU,
SUN BUILDINGS, CLARE STREET, BRISTOL, ENGLAND.

Moose Jaw.

A Busy Divisional Centre of the Canadian Pacific
Railway.

MOOSE JAW is situated some forty-five miles west of Regina, being the great divisional point of the Canadian Pacific Railway between here and Winnipeg. In addition to the main line of the Canadian Pacific Railway, there is the Soo Line to North Portal, the main line of the Soo-Spokane fast passenger and freight service and one of the most important lines of the company's entire system. Moose Jaw is the only city in Western Canada besides Winnipeg having direct communication with St. Paul. In freight yards alone the Canadian Pacific Railway are spending half a million dollars. The yards will be the largest and most complete terminals in Canada. The Canadian Pacific Railway monthly pay-roll in Moose Jaw now amounts to \$150,000, and the value of the company's terminal plant is over \$3,000,000. A short line from Outlook northward gives Moose Jaw direct connections with the railway systems in the north and north-eastern part of the Province ; but it is in the south and west of Saskatchewan where the greatest railway and agricultural development is to take place during the next few years. The eastern and northern parts of the Province are now fairly well provided for with railways ; but south of the main line of the Canadian Pacific Railway and west of Moose Jaw and the Soo Line there is a territory larger in area than all the settled parts of Manitoba. West of Moose Jaw and the Outlook extension, and between the Canadian Pacific Railway main line and the Grand Trunk Pacific main-line, there is another territory larger in area than all the settled parts of Manitoba.

The Canadian Pacific Railway have entered into an agreement with the city for the building of a line south-west from Moose Jaw, which will give this city direct connection with the



MAIN STREET, MOOSE JAW.

CANADA FOR THE INVESTOR.

company's Stoughton-Weyburn-Lethbridge extension. The Canadian Northern Railway is paralleling the Soo Line into Moose Jaw and thence westerly to Swift Current, with Calgary as the objective point. This line is now completed, the bonds having been guaranteed by the Provincial Government. The Grand Trunk Pacific are building into Moose Jaw from Yorkton under a provincial Government guarantee of bonds, the route for which line has been approved to the city limits, and work on which is being pushed with all possible speed. From Moose Jaw the Grand Trunk Pacific have also a Government guarantee of bonds for a line running north-west from the city 115 miles to connect with Calgary and the company's Alberta system. In addition to these lines the Alberta Central has a Dominion charter for a line from Red Deer, Alberta, to Moose Jaw. This company commenced construction at Red Deer in 1910.

Railways make western cities, and Moose Jaw is no exception. A few years ago it was known as the Creek, where the white man mended the cart with a moose jaw bone, which is the literal translation of the Indian name for Moose Jaw. From a ranching village of small importance, the city has had progress in common with the other western cities, and 1912 finds it one of the chief milling centres in the Province, with an annual output of over a thousand barrels of flour per day. It is also the centre of a great deal of homesteading, recording one of the largest rushes of homesteaders in the Province. The total number of homesteaders for 1912 numbered over 19,500.

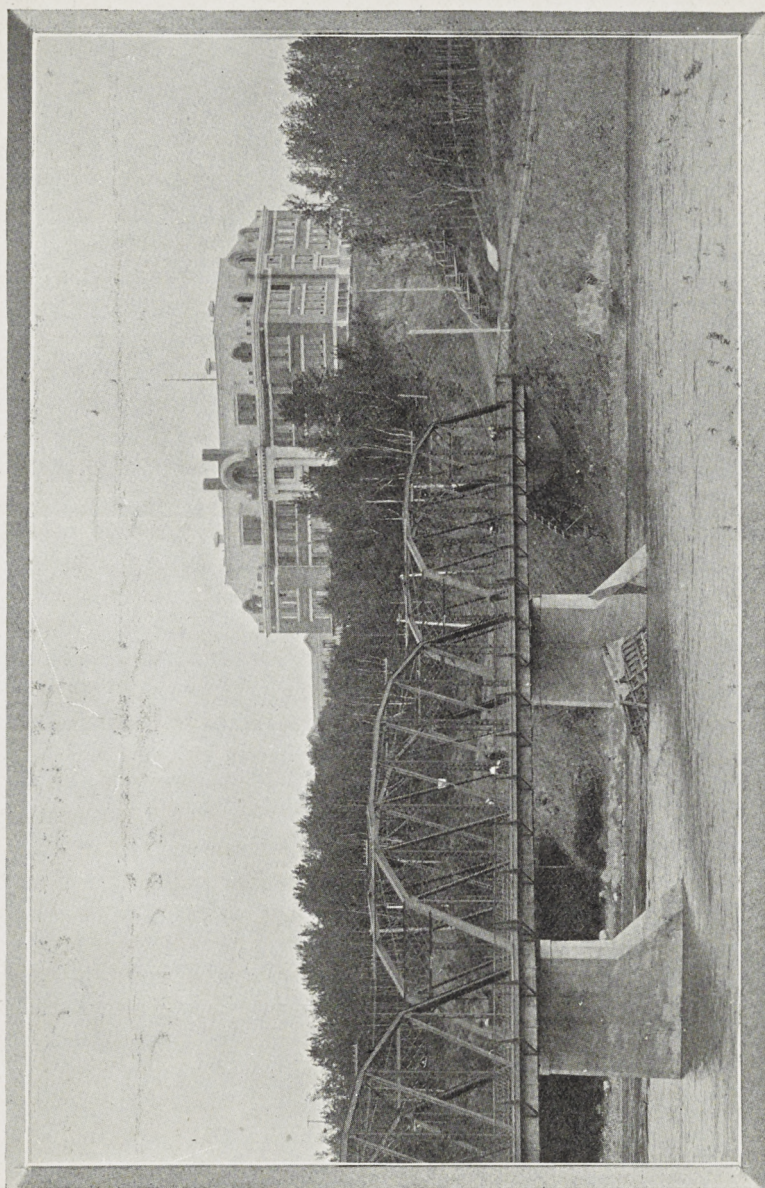
Moose Jaw offers exceptional opportunities for the investment of capital in legitimate enterprise in many lines, but particularly in wholesaling, distributing and industrial works. Some of the city's most pressing needs are wholesale and hardware houses, wholesale boot and shoe stores, clothing houses, wholesale harness and harness factory, furniture factory and distributing house, planing mills, flour mills, oatmeal and prepared food mills. Opportunity is also afforded for the profitable investment of capital in the hotel business, the present accommodation being altogether inadequate to meet the growing demands of the city.

For further particulars, write the Secretary, Board of Trade Moose Jaw, Saskatchewan.

Saskatoon.

A Prosperous Commercial City.

SASKATOON is located on the south Saskatchewan River, and is served by the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific Railways, being 470 miles north-west of Winnipeg and 335 miles south-east of Prince Albert. It is fairly well isolated from the great industrial centres, making it a fine commercial centre for the vast territories surrounding it. In common with the progress of all distributing centres, Saskatoon is making rapid progress. In 1903 it possessed a population of 113. To-day it has over 14,000, and the progress records of 1912 will show a record equal to any city in the Canadian west. Last year new buildings were erected involving a capital expenditure of over two million dollars. Two factors have contributed largely to this rapid development, viz. railway activities and the ever-increasing settlement of this prosperous section of Saskatchewan. Increasing settlement always brings opportunities for commercial openings, in which connection the city offers exceptional inducements for oatmeal and cereal mills. A packing house is in great demand, and would have an abundance of stock to draw from the produce of local farms, being sufficient to keep a large storage going. Chief industries are agriculture, flour mills (one of 1,000 barrels per day capacity), brewery, planing mills, sash and door factories, tent and mattress factory, harness factory, bottling works, brickyards, foundries, machine shops, cigar factory, cold storage plants, nursery, etc. There is an excellent opening at Saskatoon for any industry that may be profitably carried on in Western Canada. Power in the meantime is supplied by the city at



UNIVERSITY, SASKATOON.

SASKATOON.

reasonable rates ; but the river will shortly be dammed, and very cheap power will thereafter be available in unlimited quantity. The river from which this power will be developed has a current of over five miles an hour, with a width varying from 1,200 feet to a mile, and the promoters of the scheme claim nearly 40,000 horse-power. At present the city's power plant is dependent on coal delivered at about \$6 per ton.

Real estate, as at all growing centres of the west, has been very active, as high as \$1,000 per square foot having been paid recently by one of the large banking corporations for a corner lot in the busy part of the city. It is the seat of the Provincial University, which is one of the finest buildings of its class in the Dominion. The following brief particulars will give some idea of the progress of the city.

It is the judicial centre, with Dominion lands and land titles offices controlling large districts ; has three telegraph offices ; local and long distance telephones ; 15 banks ; clearing house (weekly clearings averaging over a million dollars) ; 12 hotels and a \$300,000 dwelling house ; 11 places of worship ; 5 fine schools and a Collegiate Institute, which latter cost over \$125,000 ; 2 large public hospitals and a maternity hospital ; modern sewerage and water systems ; electric light and power ; latest fire equipment ; 975 miles cement sidewalk and over 8 miles wooden sidewalk ; 2 daily and 3 weekly newspapers ; unlimited pure water supply from river ; post office distributing centre (20 mails handled daily) ; and Customs port of entry for Central Saskatchewan. The city offers exceptional advantages for the small manufacturer and assists firms with small capital.

For further particulars, write F. McClure Sclanders, Secretary Board of Trade, Saskatoon, Saskatchewan, Canada.

SASKATOON.



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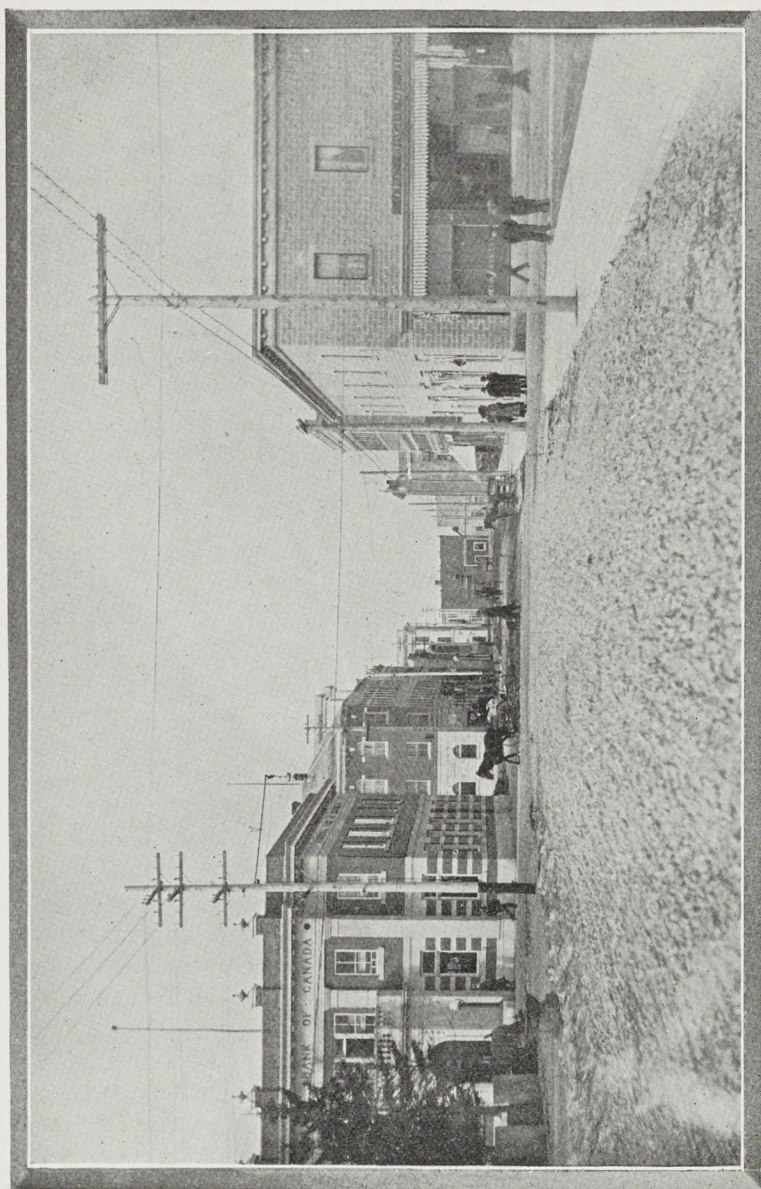
**107 Second Avenue South,
SASKATOON,
CANADA.**

CODE: A.B.C., 15th Edition.

Prince Albert.

A Prosperous Lumbering Centre.

PRINCE ALBERT may justly be termed the gateway of Northern Saskatchewan, with unlimited opportunities for future development. The city lies some eighty-five miles north of Saskatoon, being the terminus of the Canadian Northern branch line running from Regina via Saskatoon. In 1905 the population was 3,000, rising to 10,600 in 1910, many of whom are employed in the great lumber mills, the monthly pay roll averaging over \$65,000. The surrounding country has hardly been opened out yet, and I am informed by Government authorities that the rich resources of the northern limits are scarcely known. When the new railway extensions are completed with a direct line to Fort Churchill, the terminus of the Hudson Bay route, this city will have a great advantage over others interested in the export lumber trade, as there are over 2,000 square miles of lumber which is well suited for making into pulp, offering many opportunities for British capital. A great many people imagined for a long time that the northern districts would not grow cereals, but recent samples sent to local markets prove the misconception of even those who have lived in the surrounding territories. Wheat, oats and garden produce have been grown with great success, and there is no doubt that with increased settlement in this district, when the lumber is cleared, it will give splendid opportunities for agricultural development on a large scale. The Customs revenue is the surest indication of Prince Albert's progress. In 1901 it was \$933, steadily increasing to \$65,966 in 1911. The prognostications for 1912 still further indicate a remarkable impetus. The city offers splendid opportunities for every class of trade



MAIN STREET, PRINCE ALBERT SETTLEMENT.

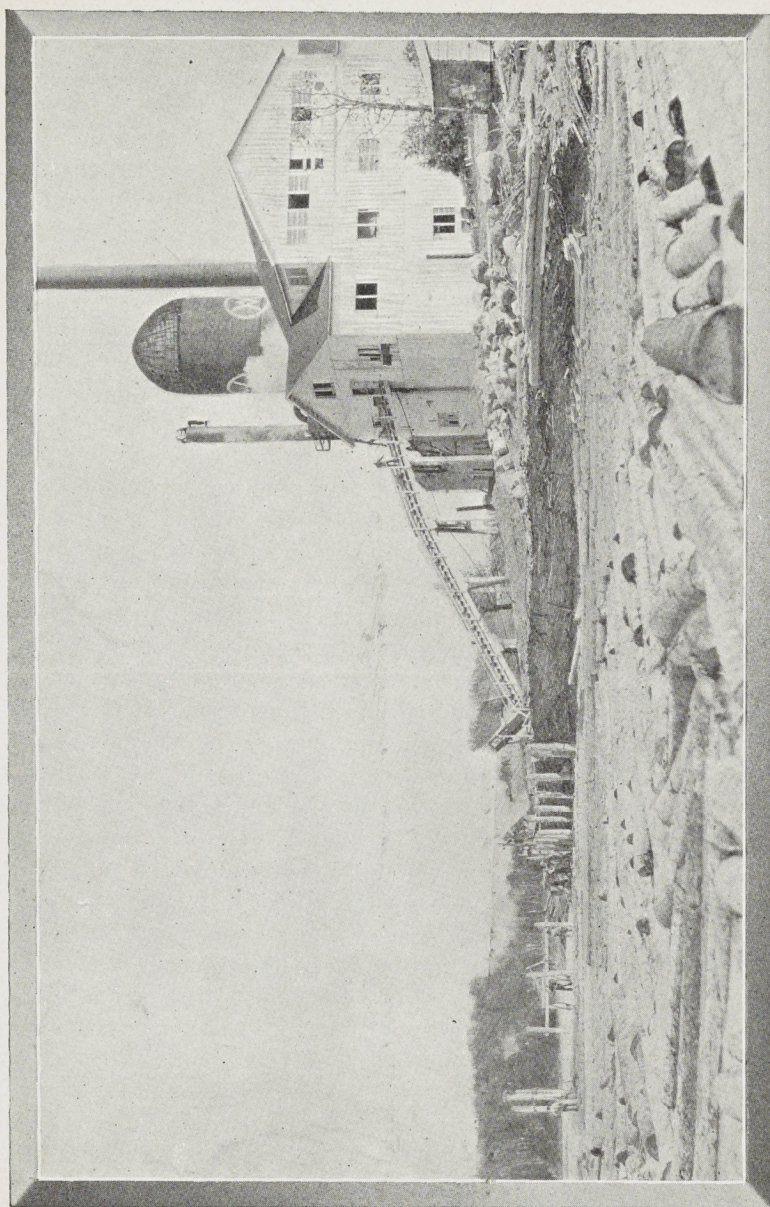
PRINCE ALBERT.

and store, supplying the wants of an ever-growing community spread over an area of four square miles.

In discussing the advisability of appealing to the middle classes of Great Britain, Mr. J. E. Bradshaw, M.L.A. for Prince Albert, stated that from his observations there was no place in Canada offering better opportunities for this class than Prince Albert, a remark the Author has every confidence in endorsing.

Immediately surrounding the city are a number of small and extremely prosperous settlements, where Prince Albert wholesalers are already doing a thriving business. As the railroad lines increase the number of these will be added to. Even now a number of small villages are springing up ahead of the various roads. The site itself is on the south bank of the Saskatchewan River, that stately stream which will in years to come equal the Mississippi as a national highway of traffic.

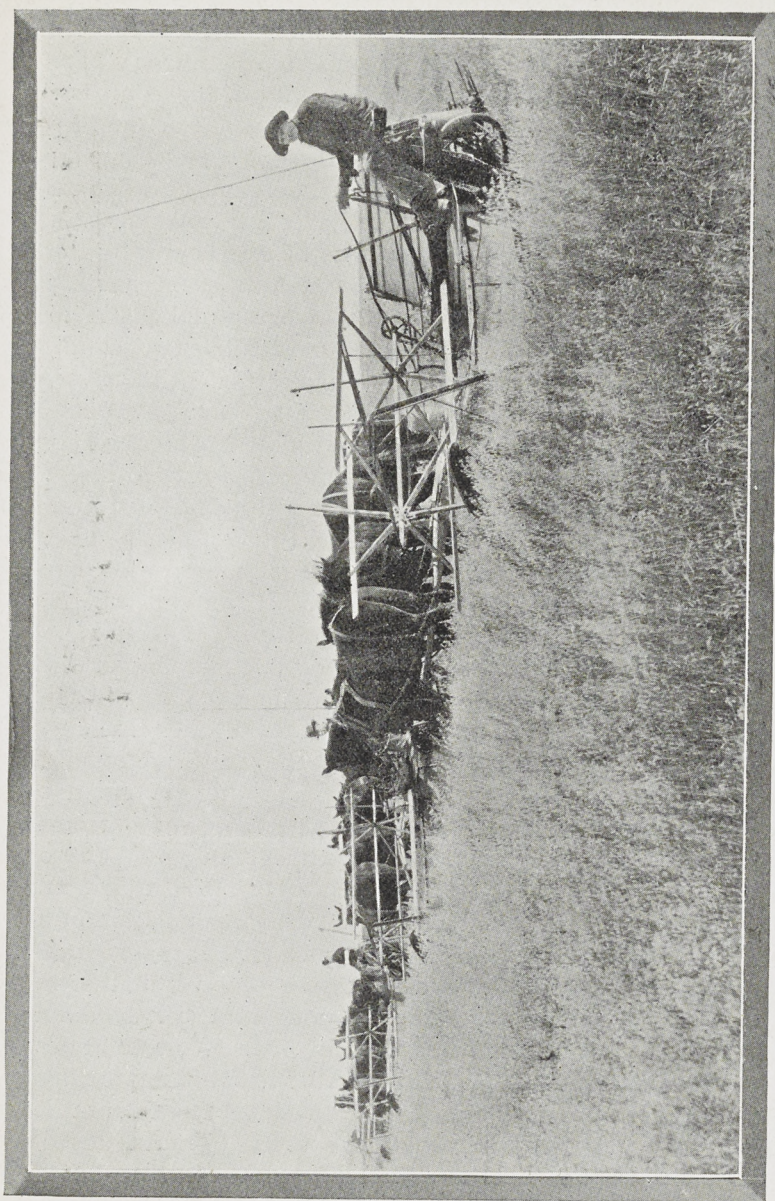
The growth of Prince Albert has not been so rapid as many of the western cities ; but if slow, this growth has been substantial and solid. The farmers, not living on the prairie, went in for the more sure occupation of mixed farming, and never running risks of total loss from droughts, early frosts or hot winds, they have, almost without exception, built up a competence, and in many cases much more than that. It is only in the last two years that with the filling up of the prairie there has come a greater demand for free homesteads in the fertile Prince Albert district, and the consequent more rapid growth of the population in the city of Prince Albert. But perhaps as important as any of the good things with which Prince Albert has been endowed is the water power, by harnessing which electric energy can be sold in the city at about \$20 a year per horse power, assuredly the cheapest power in Western Canada. In the not very distant future there will be in this Western Canada a population that will consume the entire output of any manufactory that can be erected in the Western Provinces to-day. There will be a great demand for this power at Prince Albert before very long, and it is going to be a wondrous factor in the upbuilding of the city, but of this more later. Then, too, there are Prince Albert's transportation



TYPICAL LUMBER SCENE, PRINCE ALBERT. CAPACITY OF THIS MILL 21,250,000 FEET PER DAY.

PRINCE ALBERT.

facilities, joining supply with demand. There is also Prince Albert's situation in regard to her neighbours—the closeness of producer to consumer. The city is connected with every part of the west by direct lines to each point of the compass. To Western Saskatchewan and Alberta there is a short line by Battleford; to Eastern Saskatchewan there is a short line by Melfort; to Southern Saskatchewan there is a line by Saskatoon and Regina; and there is also a line to Western Saskatchewan by the Grand Trunk Pacific and Eastern Saskatchewan by the Canadian Pacific Railway, and even now operations are starting on the Hudson Bay road, the outlet of Western Canada to Europe. And lastly, and perhaps the most important of all, is the city's own site on the shaded, sloping banks of the river, a healthful, beautiful locality for a city, a site that is capable of containing a population of 100,000 without overcrowding. It must be recollected that no effort has been made to direct settlement up here, no step has been taken to point out to the world the many good things which lie at Prince Albert's door, awaiting only capital to develop them. That capital will come there is not a shadow of a doubt; that the result will be enormous, proportionately, is incontrovertible. If there were no other reasons, the one fact alone of the building of the Hudson Bay Railway would ensure this. Winnipeg has grown to be a city of 150,000 on the development of the prairie provinces. The wealth of the country pays tribute to the prairie metropolis. Every dollar's worth of merchandise coming into the country passes through Winnipeg, every bushel of grain going outward has done likewise. What Winnipeg has been to Western Canada Prince Albert must be to Northern Saskatchewan. Winnipeg has grown to its present size with a population of a little over one million people in the west. At the present rate of progress Saskatchewan alone will have that population in about five years, and almost the entire traffic from Saskatchewan and Alberta, British Columbia, and many of the Western States to Europe must pass through Prince Albert. It is improbable that there will be more than one railway connecting the prairie with the bay, at any rate, for a few years. Train loads of merchandise will come in here, be broken up, and distributed



CUTTING OATS, SASKATCHEWAN.

PRINCE ALBERT.

to every point of the compass on the prairie ; train load after train load of grain will converge here, and be rushed through to the sea. Prince Albert may well have railroad yards the size of Winnipeg's. But with cheap power, limitless raw material, and its strategic position to the rest of the west, it is an assured fact that Prince Albert must be one of the big cities of Western Canada, offering unexcelled opportunities for British capital and branch houses.

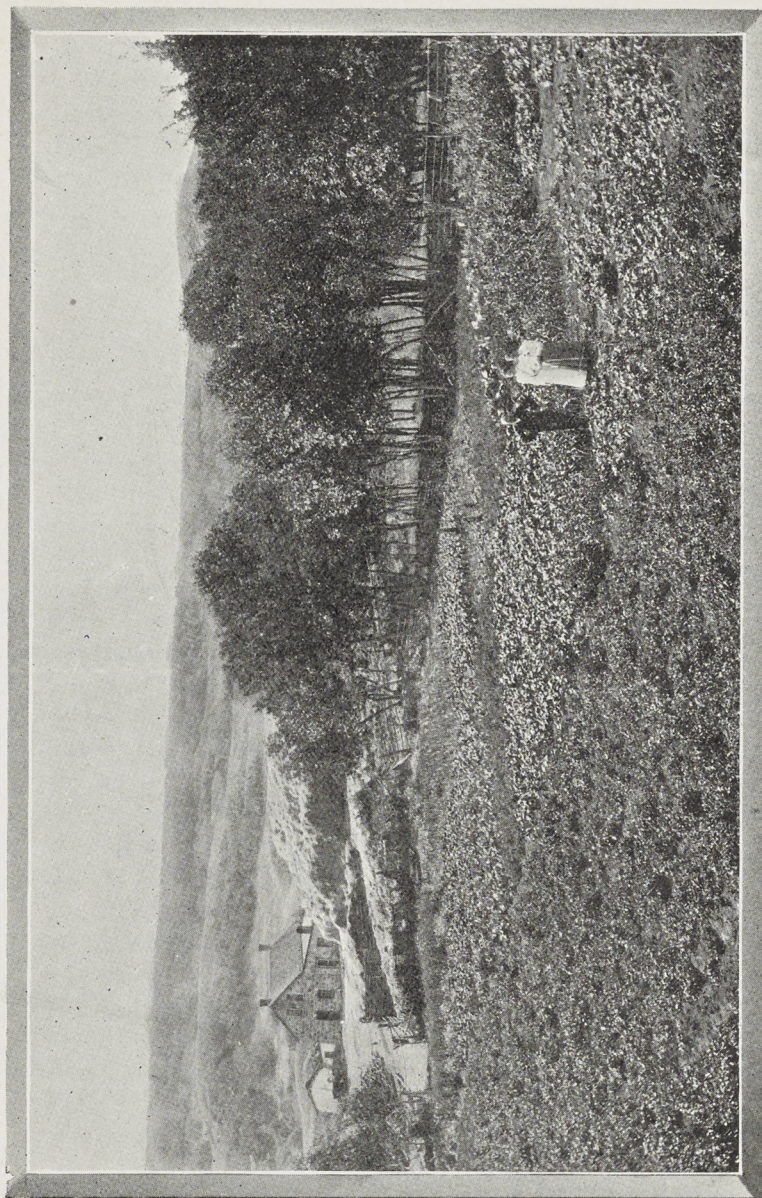
For further particulars, write Walter Gunn, Commissioner, Board of Trade, Prince Albert.

THE PROVINCE OF SASKATCHEWAN.

“ THE GRANARY OF THE WORLD.”

The Province of Saskatchewan has justly earned the title of “ The granary of the world,” for the average yield for 1911 was over 30 bushels to the acre ; indeed, many threshers recorded 35 and even 40 in the districts within twenty-five miles' radius of the capital. The reason for this prolific yield is unquestionably due to the heavy subsoil that is characteristic of this rich Province. The depth of this subsoil for hundreds of miles is over 50 feet ; in some instances where wells have been sunk the same rich subsoil has been found at depths of over 90 feet, which on being exposed to the sun has grown cereals just as well as the higher strata. It is this rich subsoil which ensures the ever-increasing prosperity of its fertile plains, producing the world's greatest asset in its golden-tipped harvests.

The Province lies between the 49th and 60th parallels of north latitude and between the meridians of 102 and 110 degrees west from Greenwich, or more familiarly its southern border is the international boundary, the dividing-line, between Canada and the United States. South of Saskatchewan are the States of North Dakota and Montana ; east of it is the Province of Manitoba ; west of it is the Province of Alberta, and on the north and north-east it is bounded by the unorganised North-West Territories. Its greatest length is 760 miles, and its width on the south is 393 miles ; at the middle it is 300 miles wide,



VEGETABLE GARDEN, LUMSDEN DISTRICT, SASKATCHEWAN.
THE OPPORTUNITY IS HERE FOR THE RURAL BRITISH FARMER.

SASKATCHEWAN.

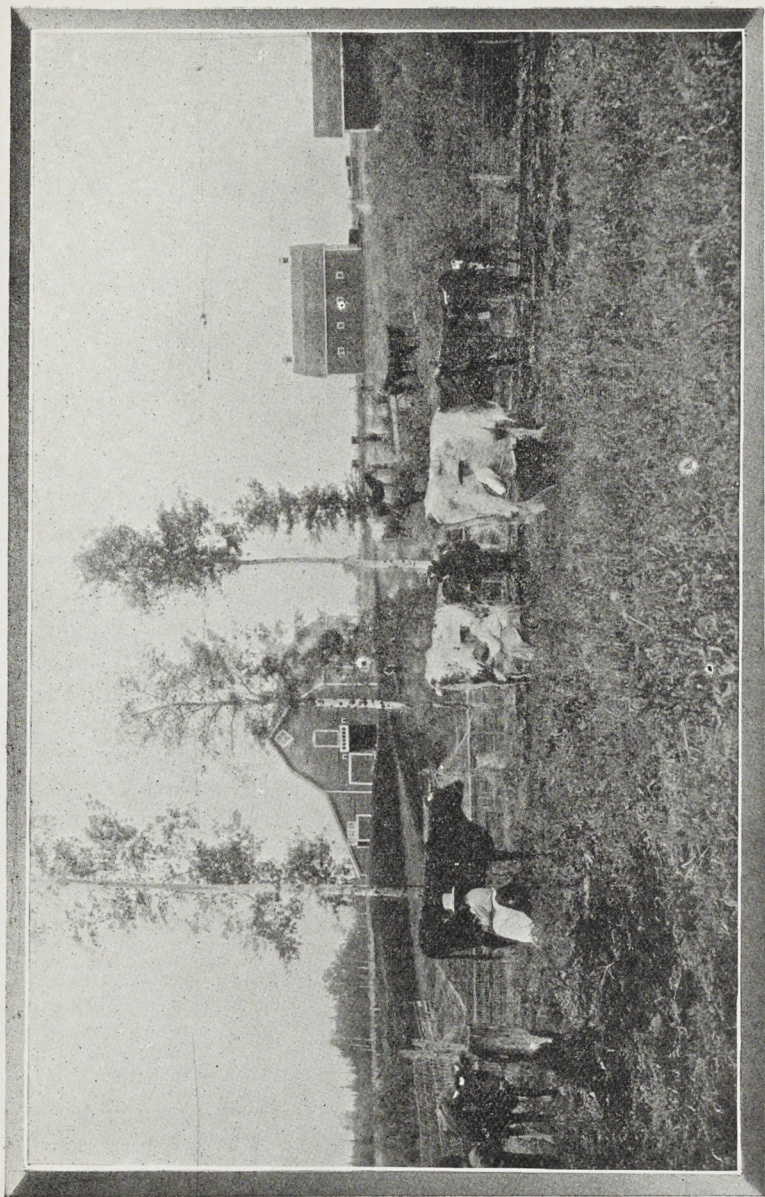
and at the northern boundary it has a width of 277 miles. The area of this great quadrangle is 250,650 square miles, of which 8,318 square miles is water.

Area.	Acres.
Total land surface	155,092,480
Total estimated arable and productive land	105,000,000
Cultivated land in the Province	7,016,272
Percentage of arable land cultivated ..	63.5%
Percentage of land south of the 55th parallel cultivated	12%

Rivers.

The Province is traversed by both branches of the Saskatchewan River, which is one of the largest in Canada ; indeed, the Province derives its name from this its greatest river. "Saskatchewan " is an Indian name, meaning " rushing water." The river has its source in the Rocky Mountains, and after winding its devious way across the plain for a distance of about 1,200 miles, empties into Lake Winnipeg and the chain of lakes drained by the Nelson River into Hudson Bay. Where the South Saskatchewan River enters the Province its height above the sea level is 1,892 feet ; about 200 miles farther down the river, at the Elbow, where it turns sharply to the north-east, its elevation is 1,683 feet ; at Saskatoon it is 145 feet lower ; and at the confluence of the north and south branches below Prince Albert it is only about 1,250 feet above the level of the sea. The north branch of the Saskatchewan is 1,689 feet above the sea level at Fort Pitt, near its entrance to the Province ; 1,500 feet at the mouth of the Battle River, and 1,360 feet at Prince Albert. Between the confluence of the two branches, and where it empties into Lake Winnipeg, it falls 540 feet, or a total fall in its course from the intersection of the provincial boundary by the South Saskatchewan to where it empties into Lake Winnipeg of 1,182 feet. The principal tributaries of the Saskatchewan River are in Alberta.

In the farther north the Churchill River, 1,000 miles in



MILKING-TIME ON A SASKATCHEWAN FARM.

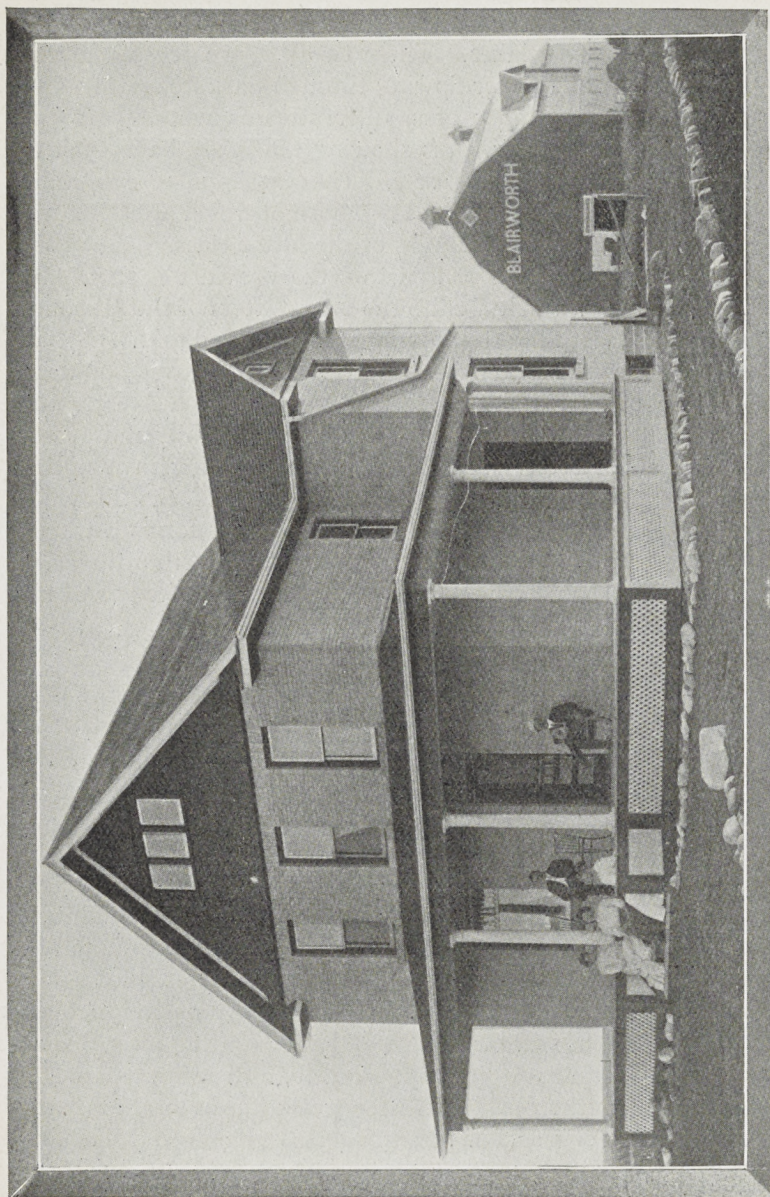
SASKATCHEWAN.

length, drains an area of about 115,500 square miles, which contains many large lakes. These two rivers carry by far the greatest part of the water flowing through Saskatchewan ; but there are also a number of smaller streams whose beds are eroded almost as deeply, thus showing that they have been at some time swift rushing rivers. The Qu'Appelle, 270 miles long, and the Souris, 450 miles long, both of which are tributary to the Assiniboine, are examples of the latter class.

A feature of the southern part of the Province is the *coteau* (Fr. slope or hill), which divides the head-waters of the Missouri, flowing south, from the streams flowing north and east. Another divide is found nearly to coincide with the 55th parallel of north latitude, about twenty-five miles north of Prince Albert, and marks the division of the feeders of the Churchill and North Saskatchewan Rivers. A height of land running in a north-westerly direction across the northern part of the Province from about the source of the Clearwater River forms a watershed, from which a number of rivers flow north into Lake Athabasca and some others empty south into the feeders of the Churchill River.

Lakes.

Saskatchewan has some large lakes, the most important of which are found in the north, and are connected with the Churchill and other rivers. The largest is Lake Athabasca. Reindeer and Wollaston Lakes also are of considerable size. Nearly all of them, excepting Lakes Chaplin, Johnston and the Quill Lakes, contain fish in abundance. Last Mountain Lake, a short distance north-east of Regina in the Last Mountain Valley, is connected by the new branch line of the Canadian Pacific, and will be the popular watering and pleasure resort of the capital city. As an instance of the phenomenal increase in land values, the Author was recently negotiating for a British syndicate the purchase of a large estate, and was prepared to offer \$50,000 on their behalf, when negotiations were terminated by \$100,000 being asked. Even at this enhanced value first purchasers are making handsome profits, since it has been opened out as residential lots for the business men of Regina.



FARM OF MR. FORBES, 8 MILES FROM CITY OF REGINA. 400 ACRES WHEAT; AVERAGE 27 BUSHELS.

SASKATCHEWAN.

This district and many other places are becoming better known annually as places where æsthetic tastes may be gratified. Little Manitou Lake, situated north of Watrous on the main line of the Grand Trunk Pacific Railway, has recently been found to have water of curative power and medicinal value, and steps are now being taken to erect a private sanatorium on its shores. The writer visited this resort last summer, and was astonished at the extreme buoyancy of the water, even rivalling that of the famous Nantwich brine springs, Cheshire, England.

What one man has done.

He bought 160 acres of land at \$12 per acre—total cost	\$1,920
Made a cash payment of one-fifth of cost	384

Balance to be paid in four equal payments	1,536
---	-------

His expenses were as follow :—

Cost of breaking 160 acres at \$3 per acre	480
Cost of discing and harrowing at \$2 per acre	320
Cost of seeding, harvesting, threshing, marketing, and other incidentals at \$7 per acre	1,120

Total expenses	1,920
------------------------	-------

First crop yielded 25 bushels to the acre on 160 acres, a total of 4,000 bushels, and was sold at 96 cents per bushel	3,840
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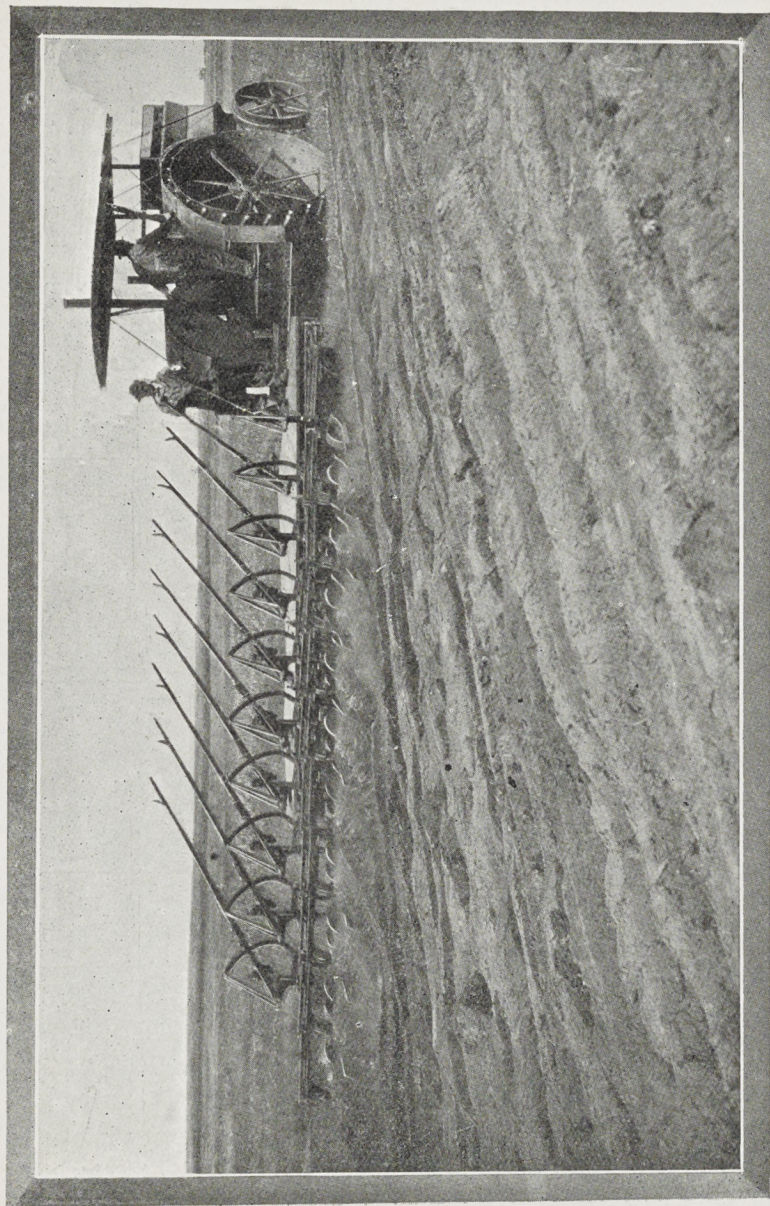
Cost of land paid for by crop	1,920
All expenses paid for by crop	1,920

\$3,840

Showing that the first crop paid for the land and all expenses.

The aforesaid illustration is what may be accomplished now as it has been done heretofore.

If the ordinary farm-hand in any part of the British Isles only knew or believed in the great opportunities of advancement and prosperity afforded by such a magnificent field as the



MODERN METHOD.
INTERNATIONAL HARVESTER COMPANY'S GASOLENE TRACTOR BREAKING VIRGIN PRAIRIE,
SASKATCHEWAN.

SASKATCHEWAN.

Province of Saskatchewan, he would, if he could, cut adrift from lifelong subordination and drudgery, and proceed to carve out his home on the Western Prairies. Work, indeed, would lie before him, but emancipation sooner or later would be his prize. Even without experience, and granting strength and willingness alone, a man with a year's training would be able to rent a farm for himself with a view to final purchase, or to go to the northern sections where he would get good land at a nominal price or even free. In any case, his experience would specially equip him for work in the agricultural line anywhere throughout the Western Provinces. But the clerk or the professional man should not come without a fixed appointment, that is unless he is prepared to take up any job for a start. Saskatchewan is in need of strong, resolute British men, and is in special need of the farm-hand, willing youth or man, the man of experience. He is in demand, and is more likely to be a speedier success.

Climate.

Not many years ago the popular impression concerning the great plain lying west of Ontario and north of the Western States was that, by reason of the climatic conditions prevailing therein, it was unsuited to the growing of grain crops or even for residence ; but a few of the more resolute and enterprising farmers of Eastern Canada pushed their way into this country, vast as an empire, and demonstrated that the climate is suited to the production of the best grain, vegetables and live stock in the world, and that it is eminently healthful and invigorating. And when this country is compared with others in the same latitude it is a cause for wonder how so erroneous an impression as has been referred to could have been formed and fostered. To lack of information and the circulation of erroneous reports by interested persons must be attributed the former prevalence of that opinion.

The British Islands lie in the same latitude as the Province of Saskatchewan. Denmark, the Netherlands, Belgium, the greater part of Germany, and about half of Russian are as far

CANADA FOR THE INVESTOR.

north as Regina or Winnipeg. Edinburgh, Scotland, is farther north than any of the settled parts of Saskatchewan. Christiania, the capital of Norway, and St. Petersburg, Russia, are in the 60th parallel of north latitude, the northern boundary of Saskatchewan.

The climate of Great Britain and some other countries in Europe is, of course, influenced by the Gulf Stream, and it is recognised that the influence of the ocean in regulating climatic conditions and reducing extremes is important. There are, however, a number of features pertaining to the climate of Saskatchewan that combine to make it a very pleasant one. The elevation above the sea, which is from 1,500 to 3,000 feet, ensuring clear and dry atmosphere; the comparatively light precipitation, adequate however for all practical purposes; the equable temperature during the winter months and the light snowfall; the very large proportion of bright sunshine, the summer breeze, and the clear pure air—these are features of the climate of Saskatchewan that may be emphasised.

Precipitation occurs principally during the summer months. The total rainfall annually is not greater than is required to bring the crops to maturity, and the greater part of it occurs during the months in which it is most required. June and July are the wettest months in the year, although May and August are only moderately dry. Two-thirds of the annual precipitation occurs in the form of rain between April and September.

The temperature during the summer season rises frequently to about 100 degrees; but the heat is tempered by a never-failing breeze, and the nights are cool and pleasant after the hottest days. The number of hours of sunlight is greater here during the summer months than in more southern latitudes, and the clear, healthful atmosphere is particularly refreshing and invigorating.

The autumn season in Saskatchewan is probably unsurpassed in any other part of the world. The rare atmosphere perhaps is never so pleasing as at that time, when the warm, bright days following nights during which the thermometer dips slightly below the freezing point produce an exhilaration that makes life more than mere existence.

SASKATCHEWAN.

Dairying.

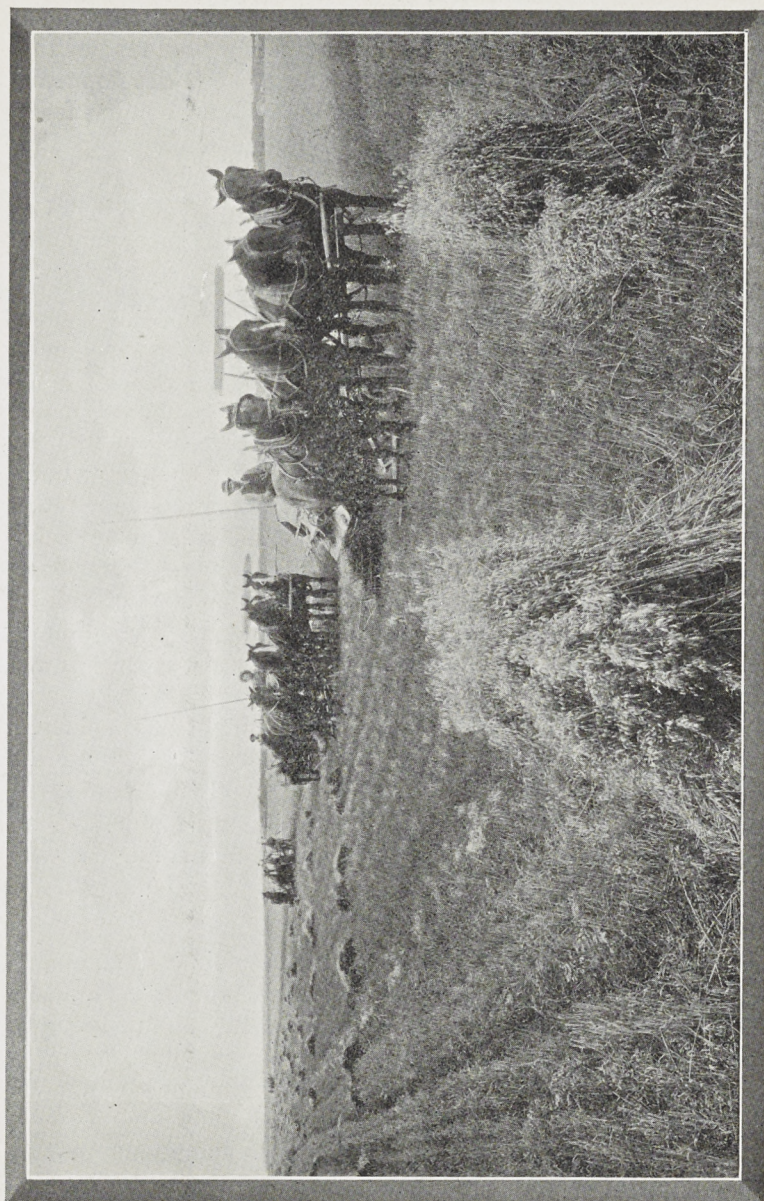
Interest in dairying is constantly increasing because of the changed conditions arising out of the growth and development throughout the Province. Many new settlers are coming from dairy sections in other Provinces and States, and these naturally favour mixed farming. Localities adapted to dairying are being opened up and provided with railway facilities; the demand for good butter is increasing, while the price remains firm and satisfactory. Within the Province there is a splendid market for butter during the winter months, especially if it is freshly made.

Lumbering.

North of Prince Albert, which is the centre at present of the lumber industry, and east of that city lumbering is extensively carried on. In the northern forest the timber is spruce, both white and black; larch or tamarack, jack pine among the coniferous trees, and aspen or white poplar, balsam or black poplar, and white birch among the deciduous trees. The white spruce grows to a large size, and is the principal tree used in Saskatchewan for the manufacture of lumber. It is found growing to a size of 2 feet to 30 inches in diameter at the stump, but generally ranges below that. The black spruce does not grow to a large size as a rule, 7 or 8 inches might be considered an average tree. The jack pine is found on the light sandy lands, and in the older forests the trees would run from 12 to 18 inches in diameter at the stump. It has up to the present time been cut principally for the purpose of making railway ties.

Game and Fish.

Since the days of the early explorers the plains of Saskatchewan have been a field full of interest to the sportsman, hunter, trapper and naturalist. Once the home of the mighty herds of bison, the wide stretches of prairie are now rapidly being converted into cultivated fields by the rush of immigrants from all parts of the world. Notwithstanding the rapid increase of population, there are yet vast areas to the north-west in this Province where wild game of the larger species may be hunted,



HARVESTING NEAR REGINA, SASKATCHEWAN.
ALONG THE GRAND TRUNK PACIFIC.

SASKATCHEWAN.

and where sportsmen may have most enjoyable outings amongst the lakes and the timber. Moose, elk, or wapiti, caribou, blacktail and whitetail may be found, and good heads for trophies are there for the skilful hunter. The graceful prong-horn buck is still to be seen on the open prairies in scattered herds, bounding away in the distance or slowly approaching, with head erect and eyes blazing with curiosity while gazing at some unusual object which may have attracted his attention, but all the while ready to spring rapidly away at the first appearance of danger.

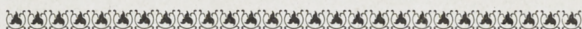
Nowhere can better fish be found than in the lakes and rivers of Saskatchewan, and there is quantity enough to furnish food for millions of people. All that prevents a very large export is the lack of railway facilities north of the Saskatchewan River, but even now large quantities are teamed to railway points for shipment. There is no doubt the fishing industry will in the not far distant future be a very important part of the commerce of the Province. In the waters of the north the great lake trout has been taken weighing 60 lbs., and with the unexcelled white-fish, pike and perch these form the bulk of the catch. In the southern portion of the Province we find white-fish, tullibee, pike, perch, yellow perch, buffalo fish, and several kinds of suckers. In the rivers gold-eyes and other fish may be taken in plenty by the angler, and sturgeon of large size also occur.

Land Values ever Increasing.

The following statement shows approximately the value per acre of both improved and unimproved farm land at the present time in the several crop statistical divisions in the Province :—

Crop District.	Improved Lands.		Unimproved Lands.	
	From	To	From	To
1. South-eastern ..	\$18.80	\$25.20	\$12.00	\$15.75
2. South-central ..	21.50	33.00	21.70	31.60
3. South-western	15.60	21.00	10.40	18.00
4. East-central ..	14.40	26.90	13.90	22.00
5. Central	17.55	24.75	11.40	16.90
6. West-central ..	14.20	28.00	10.15	14.40
7. North-eastern ..	17.25	23.90	10.80	17.55
8. North-central ..	12.15	16.00	8.55	11.15
9. North-western	13.60	18.55	10.60	14.40

Saskatchewan Lands for British Capital, WESTERN CANADA.



THE LAND OF SUNSHINE.

THE LAND OF BIG CROPS.

THE LAND OF OPPORTUNITY.

THE LAND OF BIG PROFITS.

FOR CAPITALISTS.

FOR SMALL INVESTORS.

FOR WHEAT FARMING.

FOR MIXED FARMING.



AVERAGE LAND VALUES, 1906-12.

1906.

Prairie Lands :

12/- to 20/- per acre.

1912.

Prairie Lands :

£2 to £5 10s. per acre.

Land under cultivation, 1906 :

£2 to £4 per acre.

Land under cultivation, 1912 :

£6 to £18 per acre.

These are authentic figures which should guide British capitalists and investors before investing elsewhere. Saskatchewan lands offer the safest and best paying investments in Canada. The great influx of British immigration will very shortly double those of 1911.

NOW IS YOUR OPPORTUNITY.

**FUNDS INVESTED IN FIRST MORTGAGES SECURITIES
TO NET 6 TO 8 PER CENT.**

For further information and Illustrated Pamphlets on facts and opportunities in Regina and Saskatchewan write to

**THE KERR LAND COMPANY,
REGINA, SASKATCHEWAN,
CANADA.**

REFERENCES BY PERMISSION :
NORTHERN CROWN BANK,
R. G. DUNN & CO., REGINA.

THE PROVINCE OF SASKATCHEWAN, CANADA.

YORKTON

The Commercial and Distributing
Centre of Eastern Saskatchewan.



Forty Bushels of Wheat to the Acre.

Offers exceptional opportunities for the investment of capital, and the establishment of many lines of mercantile businesses.

Located in the world's greatest Oat-growing district, and served by four lines of railway, it is the metropolis of a very important section of Saskatchewan, and is the buying centre of fifty smaller towns and villages in the surrounding territory.

YORKTON possesses almost every advantage of a City without any of the disadvantages. Its educational system is unexcelled. There are two large Public Schools, and a newly-completed \$75,000 Collegiate Institute, together with Hospital and Churches of every denomination. Every part of the town is served with an up-to-date sewerage and waterworks system, owned and operated by the town. Streets paved with granolithic sidewalks.

Farm land and town property can be still purchased at reasonable prices, as the town has never been boomed. These will greatly increase in value with the completion of the

HUDSON BAY RAILWAY,

as Yorkton is the nearest important town to the Bay, and will become a great commercial distributing centre now the railway is completed next year.

YORKTON needs capital for its development. Contractors to build Houses for sale on time payment. The demand far exceeds the supply. Labourers, Domestic Help, good Dairy and Stock Farmers. Our farmers have become almost exclusively grain growers. The local supply of Poultry, Eggs, Butter, Mutton, Pork and Beef, Vegetables and small fruits does not meet the demand. Land can still be purchased near town at £6 per acre.



*Motor Cars in Service of Farmers—
A Sign of Prosperity.*

Write for pamphlet to—
THE SECRETARY, BOARD OF TRADE, YORKTON, SASKATCHEWAN.

CANADA FOR THE INVESTOR.

At present in Saskatchewan several million acres have been taken up as homesteads. The title for other millions has passed from the railway companies to actual settlers, but there still remain millions of acres of Crown land available as homesteads.

Sections 11 and 29 in every surveyed township are reserved as school lands, to be sold and the proceeds invested to form an endowment fund for educational purposes. When the surrounding lands have become largely settled the school lands, upon petition of the residents, are sold by public auction to the highest bidder by the Dominion Government. So keen is the demand for land in the older settled districts that these school sections often realise very high prices.

Synopsis of Land Regulations.

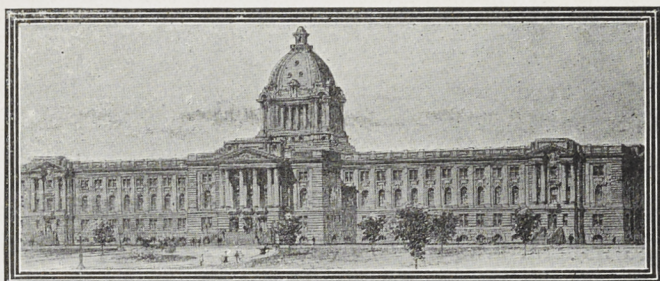
Any male over eighteen years old, or a widow who is the sole head of a family, may homestead a quarter section (160 acres) of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-Agency for the district. Entry by proxy may be made at any agency on certain conditions by father, mother, son, daughter, brother or sister of intending homesteader.

Duties : Six months' residence upon and cultivation of at least 30 acres of the land, a proportion of which has to be done in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres, solely owned and occupied by him or by his father, mother, son, daughter, brother or sister. The erection on the homestead of a house worth \$300 is required.

In certain districts a homesteader in good standing may pre-empt a quarter section alongside his homestead, prices \$3 per acre. Duties : Must reside six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate 50 acres extra ; the erection on the homestead or pre-emption of a house worth \$300.

Parliament Place.

**PARLIAMENT PLACE, REGINA'S PREMIER
RESIDENTIAL PROPERTY.**



One can invest in this property, and with the rapid growth of the city secure a handsome return on the investment in a short period.

This property is owned by the **Canadian Finance and Land Co. Ltd., 56 Moorgate Street, London, E.C.,** who have conformed with the resolutions framed by the Canadian Chamber of Commerce in London for selling **Canadian Real Estate,** and are issuing maps, plans and particulars in accordance therewith.

All inquiries should be addressed to

THE SECRETARY, LANDS DEPARTMENT,

The Canadian Finance & Land Co. Ltd.

CANADA FOR THE INVESTOR.


A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may take a purchased homestead in certain districts, price \$3 per acre. Duties: Must reside six months in each of three years, cultivate 50 acres, and erect a house worth \$300.

Information for Settlers.

Newly-arrived immigrants will receive at any Dominion Lands Office in Saskatchewan information as to the lands that are open for entry in that district, and from the officers in charge, free of expense, advice and assistance in securing lands to suit them. Full information respecting the land, timber, coal and mineral laws may be obtained on application to the Superintendent of Immigration, Department of the Interior, Ottawa, or the Commissioner of Immigration, Winnipeg, Manitoba. Dominion land agents can furnish information regarding land in their respective districts only.

For disposal of land by any free agent or as pre-emptions, purchased homesteads or scrip, the Dominion Government has established the following agencies in Saskatchewan, at which all business in relation to lands within the district of each must be transacted:—

District.	Agent.	Address.
Battleford	.. W. R. Ridington	.. Battleford.
Estevan	.. R. C. Kisbey	.. Estevan.
Humboldt	.. Alex. Norquay	.. Humboldt.
Medicine Hat	.. L. P. O'Noel	.. Medicine Hat.
Moose Jaw	.. J. Rutherford	.. Moose Jaw.
Prince Albert	.. G. L. Dempster	.. Prince Albert.
Regina	.. J. Gayton	.. Regina.
Saskatoon	.. D. C. Bettschen	.. Saskatoon.
Swift Current	.. E. B. Pragnall	.. Swift Current.
Yorkton	.. J. E. Peaker	.. Yorkton.

 For a map showing the outlines of the above land districts, apply to the Department of Agriculture, Regina, Saskatchewan.

SASKATCHEWAN.

Work and Wages.

Generally speaking, there is little demand for labourers other than farm hands and domestic help outside of the four cities and larger towns. In these there is during the spring, summer and fall months an active demand for artisans and mechanics in the building trades, particularly carpenters and bricklayers. There is also, it is true, a good deal of railway construction work that utilises large numbers of men, but they are usually hired by contractors at Winnipeg or at points farther east; but homesteaders with teams are often employed to do work of this nature, and are able thus to supplement the revenue from their agricultural operations, which in the early years is usually small. It should be remembered, however, that settlers near the route of the railway lines can best take advantage of such opportunities. The regular market in Saskatchewan for labour is, however, on the farm. Men are employed in many cases for the whole year, but some farmers who have not work for men throughout the whole twelve months engage them for only the crop season, or from April to October. During these months the crops are grown, harvested, and threshed, and many farmers are able before November to market the greater part of their grain. When men are employed for a twelve months' term they are paid from \$18 to \$35 per month with board and lodgings. These are extremes, however, and an average would probably be \$25 per month for good men. When employed for only eight months the wages are higher, and other things being equal, would average from \$25 to \$40 per month. For only harvesting and threshing men are paid from \$35 to \$50 per month, or \$2 to \$3 per day.

The wages paid to domestic servants average about \$15 to \$20 a month,

Wages in Saskatchewan.

	Per hour.	English money.
Good labourers	22½c. =	11d.
Good carpenters	35c. =	1s. 5d.
Good bricklayers	60c. =	2s. 6d.

CANADA FOR THE INVESTOR.

			Per hour.		English money.
Good plasterers .. ..	..	..	60c.	=	2s. 6d.
Good plumbers .. ..	..	..	55c.	=	2s. 3d.
Good steam-fitters .. ..	..	..	55c.	=	2s. 3d.
Helpers for steam-fitters ..	..	..	30c.	=	1s. 3d.
Good electricians .. ..	..	..	35c.	=	1s. 4d.
Bench hands (factory carpenters)			35c.	=	1s. 5d.
Good tinmiths .. ..	..	..	35c.	=	1s. 5d.
Good roofers .. ..	..	..	35c.	=	1s. 5d.
Good painters .. ..	..	..	35c.	=	1s. 5d.

The cities, towns and villages of Saskatchewan offer unlimited opportunities for capitalists, manufacturers, branch houses, including exceptional opportunities for hardware stores, confectionery stores, bakeries, milk dairies, boarding houses, habit makers, grocery stores, and the smaller callings requiring a little capital to start with.

Calgary.

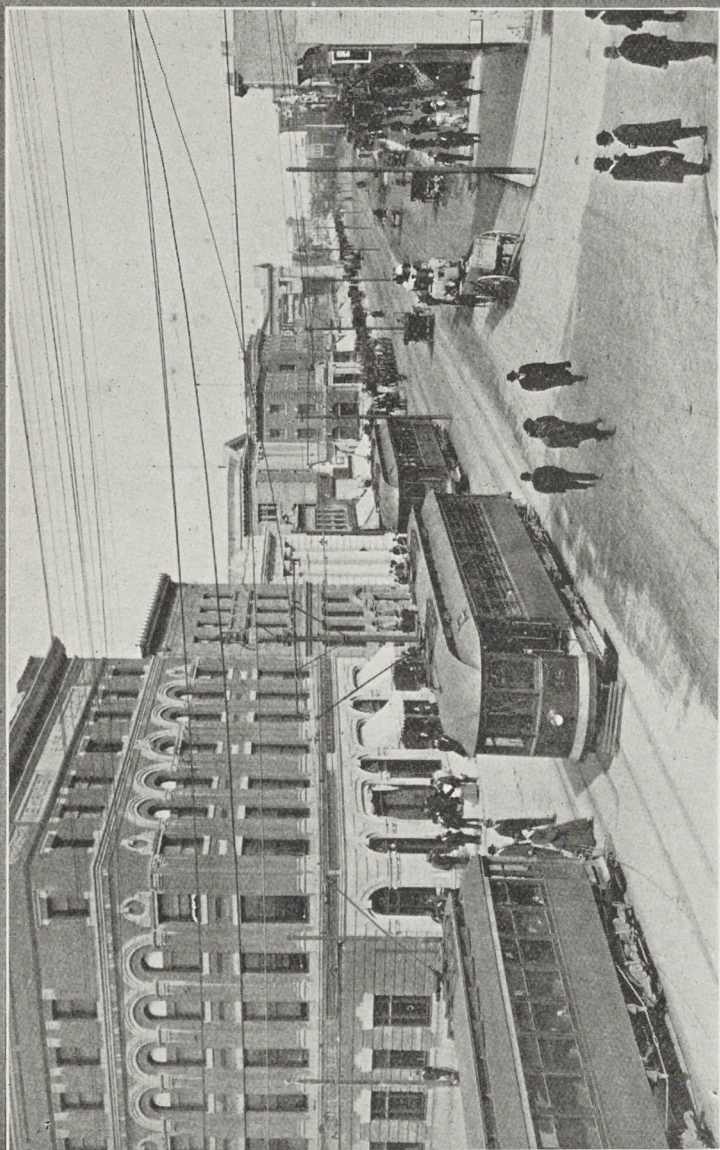
The Commercial Metropolis of Alberta.

CALGARY is sometimes called "The Sandstone City," on account of the excellent supply of this stone for building purposes, but a more fitting title would be the "Grey Commercial Capital of Alberta," most of its fine and commanding buildings being built of the grey sandstone which is quarried locally, giving that clean and pleasing effect which they possess. Calgary is exceptionally fortunate in having an abundance of raw material at her door. Coal mining is becoming an industry of great importance, not only to the city, but to Southern Alberta. The nearness of the coal mine to the capital has materially assisted industrial development at Bankhead, some eighty miles west of the city. The Canadian Pacific Railway controls and operates large anthracite mines, with very large, soft coal mines in the vicinity also. The Author had very little time in Calgary, but from observations and comparisons made with other cities it has undoubtedly the foundation for a great metropolis. The population for 1911 is estimated at 55,000, notwithstanding the city was only founded in 1882 and incorporated as a city in 1894.

Manufactures.

Calgary is well supplied with cheap gas and electric power for manufacturing purposes. A well has been bored and natural gas discovered; estimated production, 500,000 to 1,000,000 cubic feet per day, which is equivalent to 4,000 h.p. per day.

Calgary has over 2,000 men employed in forty-five factories,



JASPER AVENUE AND FIRST STREET, EDMONTON.
SPECIALLY PHOTOGRAPHED BY COURTESY OF THE CITY COMMISSIONERS.

CALGARY.

producing ale, beer, biscuits, boxes, breakfast foods, bricks, beds, building materials, confectionery, cigars, cement, cement blocks, ground coffee and spice, electric light and power, flour, gas, harness, iron and metal work, lumber, leather goods, malt, mattresses, meat products, rolled oats, soap, show cases, saddlery, tents, temperance drinks, and wagons.

Calgary offers excellent opportunities for the profitable manufacture of beet sugar, boots and shoes, bags, brushes and brooms, butter, cheese, condensed milk, furniture, farm machinery, gelatine products, linens, paints and oils, ready-made clothing.

The city of Calgary is situated at the confluence of the Bow and Elbow Rivers, which are crossed by two railway bridges and nine traffic bridges, being 150 miles north of the United States boundary and 1,350 miles south of the northern boundary of Canada and 600 miles south of the northern boundary of the Province. The city is 642 miles east of Vancouver on the Pacific Ocean and 60 miles east of the Rocky Mountains, "The Playground of Canada." Calgary is 3,013 miles west of Halifax (on the Atlantic Ocean), 2,225 miles west of Montreal, 2,121 miles west of Toronto, 840 miles west of Winnipeg, and 180 miles west of the Province of Saskatchewan. Owing to these great distances Calgary is well situated for commercial and industrial development, for particulars of which apply to the City Commissioners, Mayor Mitchell, Alderman Clarke, Alderman Graves, City Hall, Calgary.

THE PROVINCE OF ALBERTA.

Alberta is one of the largest Provinces in the Canadian Federation. It is one of the two Provinces formed in 1905 out of that portion of Canada known as the North-West Territories, occupying the great central plain lying between the Rocky Mountains on the west and the Great Lakes on the east. It is a new Province with illimitable assets. Since it was founded four and a half years ago it has grown in wealth and population at an enormous rate; but its possibilities are so vast, its natural resources so rich and varied, that

INVEST IN
CALGARY,
ALBERTA.

The fastest growing City in the Dominion.

**Freehold city building plots from £100
upwards yield 15 % to 25 % net profit
per annum.**

**First Mortgages on improved City property
yield 5 % to 7 % net per annum.**

For further information apply to—

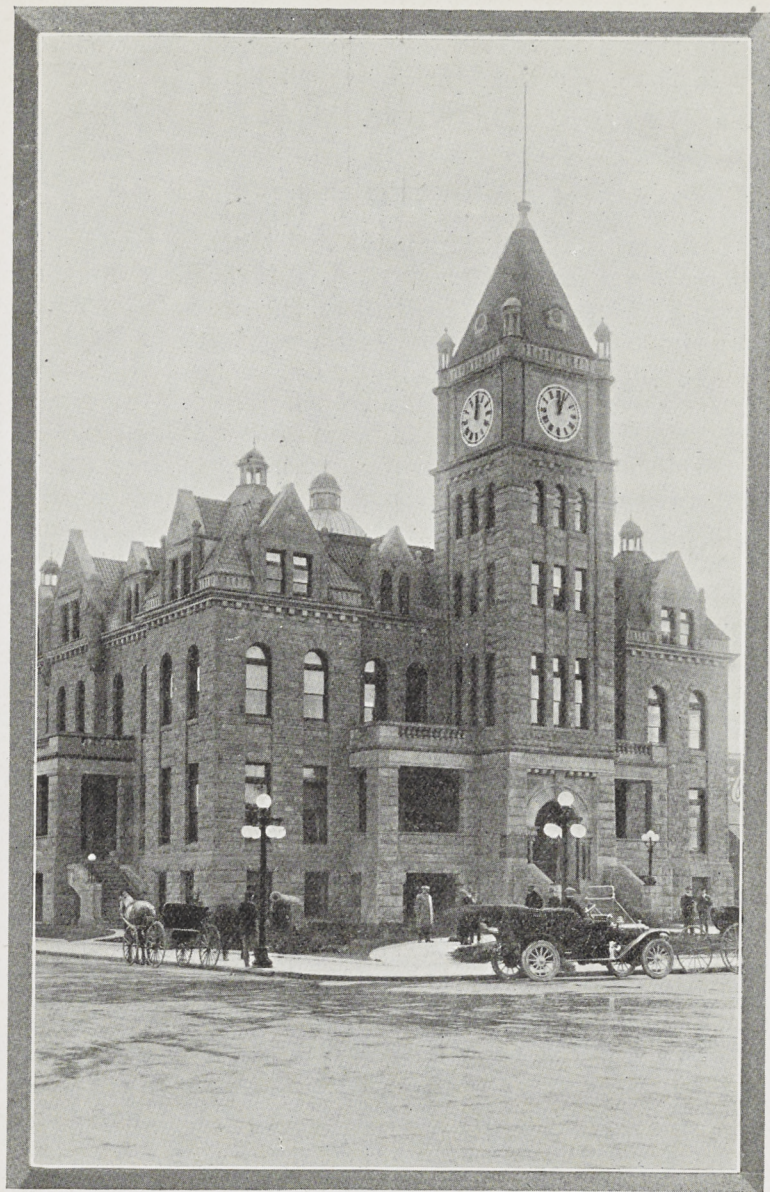
GEDDES & SHEFFIELD,

*Head Office—*707-707a First Street East,
CALGARY, ALBERTA, CANADA.

British Office (E. N. White, Manager)—
29-30 Charing Cross,
LONDON, S.W.

Bankers—
Canadian Bank of Commerce.

References—
English Clients
(by permission).



CITY HALL, CALGARY, ALBERTA, CANADA.

CANADA FOR THE INVESTOR.

the Province has not yet passed the threshold of its wondrous and inevitable development.

Boundaries.

With the Rocky Mountains to the west as a background and the international boundary separating Canada from the United States to the south as a base, the Province of Alberta extends north and east, comprising an area greater than that of any country in Europe save Russia, and more than twice the combined areas of Great Britain and Ireland. Its northern boundary is the 60th parallel of latitude, which passes through the Shetland Islands and north of St. Petersburg; and its southern boundary is the 49th parallel of latitude, which passes south of the English Channel, through France a few miles north of Paris, through the southern portion of the German Empire, and through the middle of Austria-Hungary. Thus the Province lies wholly within the north temperate zone, and the climate compares favourably with those European countries just mentioned.

As Large as an Empire.

Few people outside of the Province of Alberta have an adequate idea of its vast size. To get such an idea one must conceive Canada with its 3,730,000 square miles of territory as larger than the continent of Europe or the whole of the United States; then one must think of the provinces of Canada as lusty young nations, greater in size and as rich in natural resources as the great nations of the Old World. Alberta is larger than any State in the United States, except Texas. It is within a few hundred square miles as large as the combined areas of California, Oregon and Washington, or the combined areas of Montana, North Dakota and Minnesota. It is larger than Germany, France or Austria-Hungary, and has a larger proportionate area of agricultural land. The following table

EDMONTON, ALBERTA.

THE PROGRESSIVE CAPITAL OF CANADA'S MOST PROGRESSIVE PROVINCE.

EDMONTON controls the trade of a great territory wonderfully rich in natural resources, and of an area approximately double that of Great Britain and Ireland.

EDMONTON'S volume of trade, as indicated by official statistics is showing a more rapid rate of expansion than that of any other city in Canada.

	1909.	1910.	1911.	First Quarter. 1911. 1912.	
Bank Clearings	51,561,018	71,633,115	121,438,394	24,017,602	43,527,200
Customs Duties	269,568	333,736	703,236	146,593	287,413

EDMONTON has developed in SEVEN YEARS from a town of 8,000 with no direct line of railway, and no trade to speak of, into a city of 36,000 (40,000 by end of 1912), the principal railway centre in a territory the size of Europe, and with a volume of trade only exceeded by some six cities in the Dominion. **AND THE DEVELOPMENT OF EDMONTON'S ENORMOUS TRIBUTARY TERRITORY HAS ONLY BEGUN.**

COME AND GROW WITH US.

OPPORTUNITIES

For Investment.
For Commercial Undertakings.
For Industrial Enterprise.

EDMONTON is the centre of a great area of the richest farm lands in Canada; a land of BIG CROPS and RICH PASTURE, where conditions are peculiarly favourable for the best efforts of the good farmer.

Write to the Secretary,

BOARD OF TRADE, EDMONTON, CANADA,

for information regarding the City.

CENTRAL ALBERTA DEVELOPMENT LEAGUE,

regarding land and agricultural opportunities.

Mention this Book.

CANADA FOR THE INVESTOR.

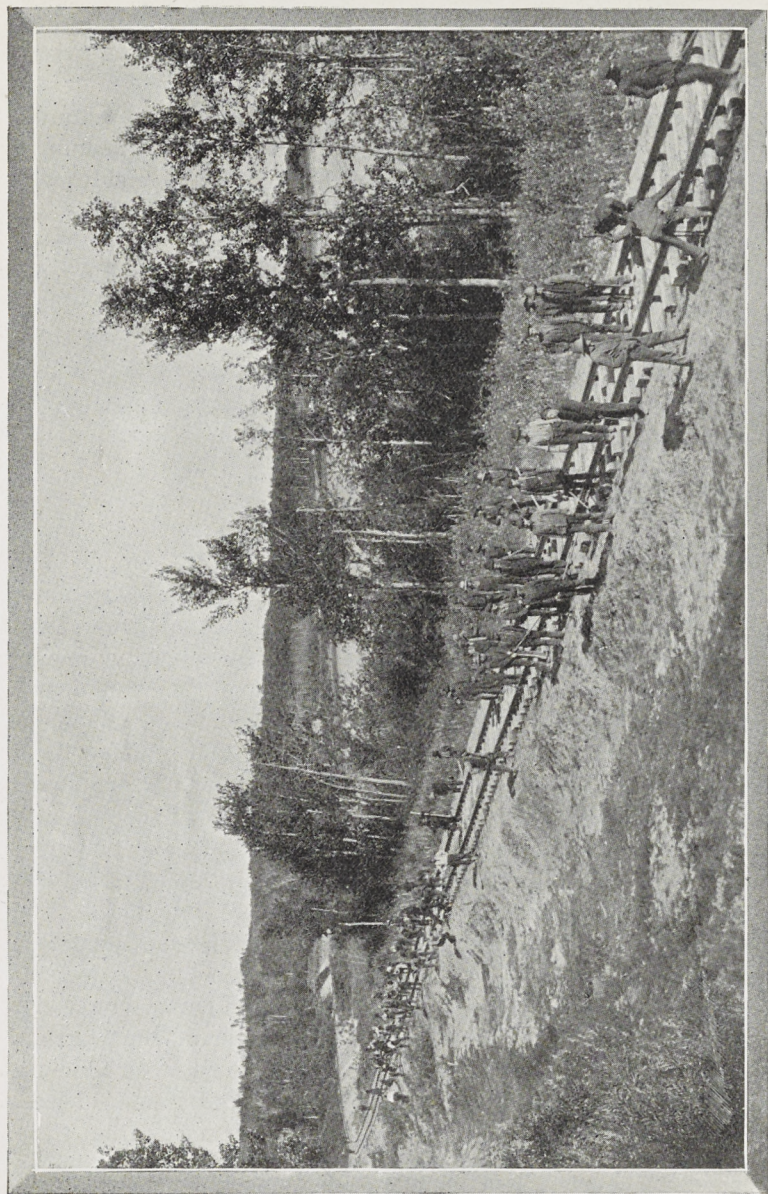
gives a comparative statement showing how Alberta leads in this respect :—

Alberta	.. ..	253,000 square miles.
Great Britain and Ireland	..	121,380 „ „
France	.. ..	207,220 „ „
Germany	.. ..	209,000 „ „
Austria-Hungary	.. ..	312,500 „ „
New England States (Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey and Pennsylvania)	..	168,978 „ „

The Province contains 162,765,200 acres. Of this 1,510,400 acres is the estimated area contained in the rivers and lakes, leaving 160,755,200 acres of land. Allowing the odd 60,000,000 acres for the rough land of the eastern slope of the Rocky Mountains, other mountains and hills, together with other waste places that will not likely be suitable for cultivation, there still remains the large amount of 100,000,000 acres available for settlement. Of this amount about 942,000 acres were actually in crop during 1909. Allowing for the land newly broken, in summer fallow and grass, there is not yet 1,000,000 acres brought under cultivation, or in other words, not more than 1 per cent. of the land available for cultivation in the Province has been brought under the plough.

Climate.

The development of any country depends largely upon climate, and a description of the climate of Alberta is doubly necessary, because it has been unwittingly misrepresented and depreciated in the early literature of Canada, and especially in the English literature in the first half of the nineteenth century. Canada was the home of the rich fur trade, and men associating warm furs with snows and frozen seas regarded this country as a rim of ice on the Arctic Ocean. As a matter of fact, the home



BUILDING THE GRAND TRUNK PACIFIC RAILWAY WEST OF EDMONTON.

CANADA FOR THE INVESTOR.

of the fur-bearing animals—the seal and the Arctic fox—is as far away from the wheat fields of Alberta as it is from the capitals of France, Germany or England. All these false notions were dispelled when the Canadian Government sent out its explorers and surveyors to take possession of the land. One may search the official records from end to end and nothing will be found but appreciation of the climate, agricultural resources and future of the “Great North-West.” When it is known that the Indians for ages lived on the plains of the Saskatchewan and the Athabaska in skin tepees and wintered their horses on the natural grass without shelter, the conclusion is patent that Alberta’s climate is a strong attraction to the settler as well as favourable to agriculture. Since the North-West Mounted Police were organised in 1874, and have patrolled every part of the north-west, the public have ample and reliable data of climatic conditions.

Favourable Conditions for Live Stock.

Many conditions favourable to the live stock industry are peculiar to Alberta. First, there is abundance of grass for pasturage and hay. The grasses are highly nutritive and excellent beef-producers, while the clovers, vetches and peas are unexcelled for the production of milk.

Second, the climate is dry in the cold season, and cattle, horses, sheep and pigs can be wintered without the cost of stabling. An open shed, the shelter of a clump of trees, or a straw stack is sufficient for the hardest winter. To those living in wet winter climates such favourable conditions are almost incredible, but in Alberta it is found that the more stock are reared in the open air the stronger and hardier is the type produced.

Third, the fodder straws (wheat, oats and barley) have a higher food value here than in any other part of the world. Oat straw or barley straw in Alberta is equal to the corn fodder used in the United States. In fact, experienced farmers here prefer to feed these straws to colts and brood mares than the best timothy or even the native grasses. With a small supple-

EDMONTON,

The Great Distributing Centre.

McGEORGE & CHAUVIN,

Real Estate & Financial Brokers,

Norwood Block, Edmonton, Alberta.

Loans arranged on choice residential property which net the Investor $7\frac{1}{2}\%$. There is also an increasing demand for loans of larger amounts on Business Blocks at 6 to $6\frac{1}{2}\%$.

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CANADA FOR THE INVESTOR.

mentary ration of oats and bran brood mares do better when allowed to run out all the winter than when they are stabled.

Fourth, nowhere in the world can the farmer produce the so-called rough grain and roots, which he must have for feeding purposes, as cheaply and abundantly as in this Province. Barley, oats and flax in quality and yield are unexcelled, giving an unlimited supply of the raw material required for the production of beef and pork, cheese, eggs and butter.

Horses.

For more than twenty years the horses from Southern Alberta ranches have been held in high repute throughout the world. When the call was made for remounts for the Boer War, Alberta supplied her share, and those sent proved the best of all that were obtained. The limestone formations, the dry, bright atmosphere, and luxuriant grasses produce a quality and stamina not met with elsewhere. Breeders are introducing pure-bred sires (Clydesdales, Percherons, Shires, Suffolks, thoroughbreds, hackneys and standard breeds), and a wonderful improvement is being made. The wild broncho is fast disappearing, and his place is being taken by a heavy class of horse that makes an excellent farm horse, and the heavier of them find a suitable place on city drays. If anyone wants to see good horses it is only necessary to take a look at the heavy draft teams on the streets of any of the towns or cities. These form a sure indication of the character of the horse-flesh of the Province. The breeders are well organised, and hold an excellent spring horse show at Calgary, which, besides bringing out the qualities of the various breeds, is likely to develop into a provincial horse exchange. Breeders of pure-bred stock have been most enterprising, bringing in an excellent class of sires and numerous females as well.

Demand Exceeds Supply.

The supply of draft horses is already below the demand, both in the domestic market and that outside the Province, especially in British Columbia. The mining camps and lumber

ALBERTA.

camps afford an opening for heavy draught teams of every class. Horses of sufficient weight will easily sell for sums varying from \$500 to \$700 a team in British Columbia.

The rapid development in agriculture that is taking place all over the Province causes more than the surplus stock of the ranches, as well as those bred by the small farm-holders, to be taken up. Horses for the big wheat ranches have to be imported at the present time.

The market for light horses is a large one, which will increase greatly with the growth of the Province. Good animals for carriage and coach purposes and livery hacks bring fancy prices in every town and city.

General Progress.

The Province was organised in 1905 by the Alberta Act, whereby provincial autonomy was established in the Canadian Confederation. The Government is administered, as in all the other Provinces, by a Lieutenant-Governor, who is appointed by the Dominion Government for a term of five years, acting by the advice of four members directed by the Legislative Assembly, elected every four years by manhood suffrage. The Province sends seven members to the House of Commons and four to the Senate. Representation in the local and federal parliament is readjusted every five years to give adequate representation by population.

Revenue.

The revenue is derived from federal and local sources. The Dominion Government pays the following yearly subsidies : 80 cents per head of population, \$375,000 for the surrender of public lands and mines, \$180,000 for government and legislature, over \$1,000,000 per year is raised within the Province by taxes on railways, corporations, insurance companies, and by other miscellaneous fees for departmental services. Revenue for 1912, \$4,725,675 ; expenditure, \$3,900,745.

Education is provided for by a free system of common schools, a provincial normal school for the training of teachers,

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ALBERTA.

and the State University. The programme of studies and inspection of the public schools are under direct control of the Government. Local taxation is assisted by provincial grants, which amount to \$5.70c. per pupil in 1909. The school population at the end of 1911 was over 48,048; number of schools, 1,265. The University of Alberta was opened in 1908. Attendance session, 1910-11, 140; number of professors, 7; lecturers, 5.

Agriculture is the chief industry of Alberta, though ranching is carried on in remote parts, especially the foot-hills of the Rocky Mountains. Over 100,000,000 acres are fit for cultivation, 1 per cent. being at present under crop. Yield and acreage of grain for 1910 was as follows: Fall wheat, 3,093,422 bushels from 104,956 acres; spring wheat, 5,877,486 bushels from 230,000 acres; barley, 2,596,909 bushels from 110,249 acres; flax, 99,197 bushels from 9,807 acres.

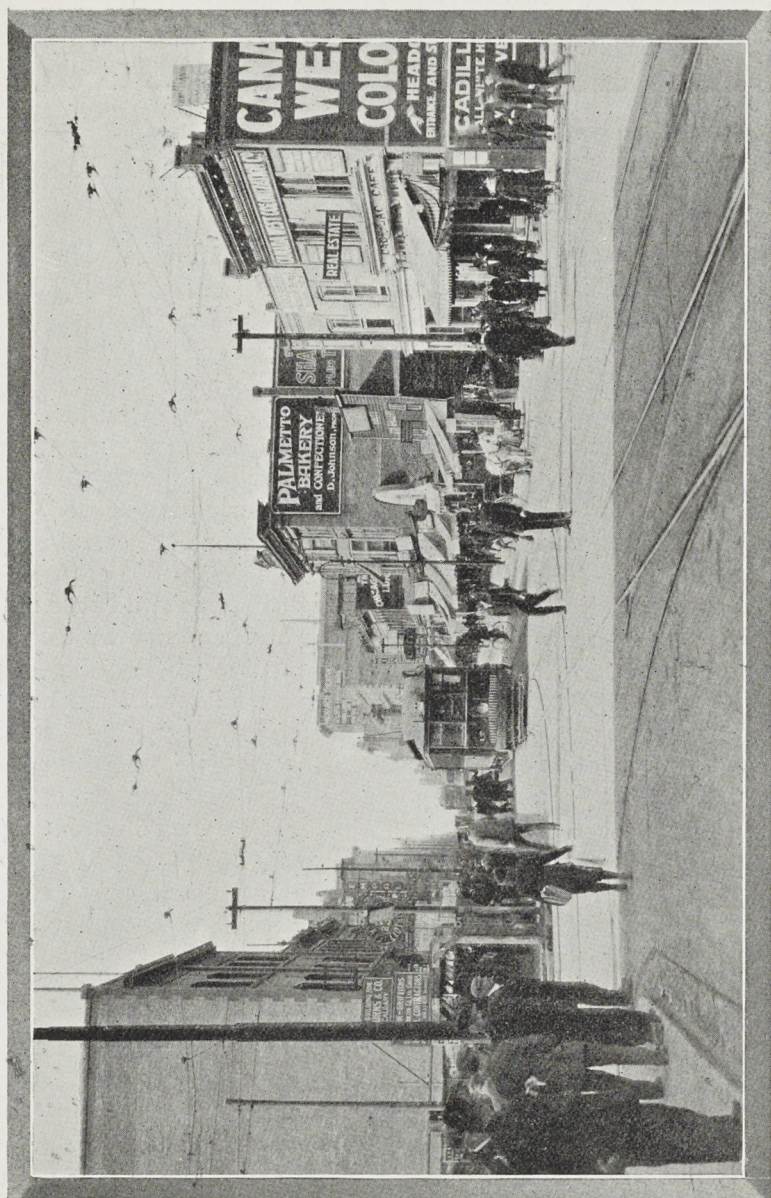
The soil is very fertile, composed of a marly clay subsoil, deeply covered with humus, well adapted for growth of cereals, clovers and vegetables.

Great attention is paid to the breeding of horses and cattle. The luxurious grass, pure and abundant water, and dry winter climate constitute favourable conditions for live stock. Shipments from the Province in 1909 were as follows: Horses, 20,211; cattle, 127,577; sheep, 37,024; swine, 60,764.

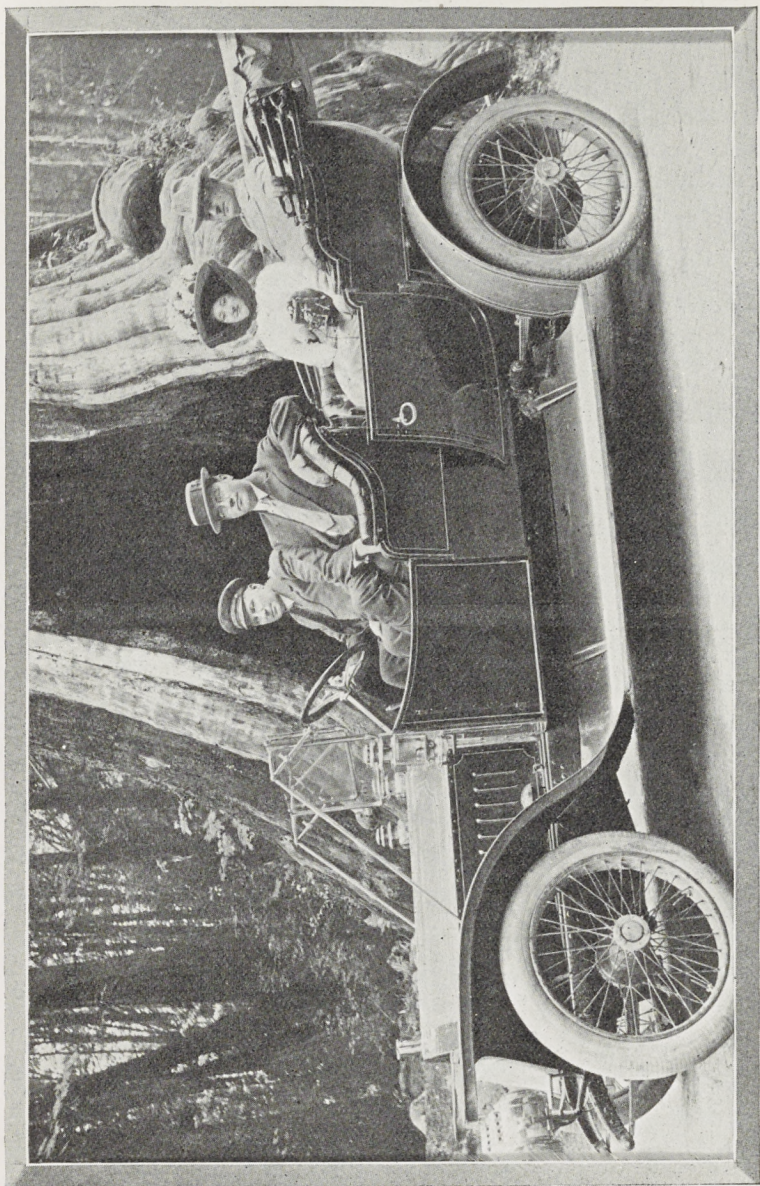
Dairying is increasing in importance. The fifty-four creameries of the Province produced 2,550,000 pounds of butter, valued at \$600,000 in 1909, which proves the illimitable opportunities there are for mixed farming.

The principle manufactures are sawn lumber, brick, cement, refined clay products, pork-packing, beef-canning and milling. Increasing population, cheap coal, and development of the mines of British Columbia are calculated to greatly develop manufacturing in the next few years.

Alberta has 16,218 square miles of coal lands, estimated to contain 89,330,000,000 tons. Product in tons for 1909 was as follows: Lignite, 763,673; bituminous, 1,197,399; anthracite, 213,257; coke, 87,812; briquettes, 89,785. All the rivers flowing from the Rocky Mountains carry gold in the gravels.



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THE INDUSTRIOUS MILLIONS OF GREAT BRITAIN." THE AUTHOR IN REAR.

TAKEN IN STANLEY PARK, VANCOUVER, B.C.

CANADA FOR THE INVESTOR.

Graphite and gypsum exist in the Rocky Mountains, and copper in quantity in the vicinity of Lake Athabasca. Natural gas is used in Medicine Hat for heating and power purposes, and has been discovered in quantity at several points along the Athabasca River.

Free land is obtained under regulations framed by the Dominion Government. Each person is eligible for 160 acres for a registration fee of \$10. Improved farms may be had at prices from \$15 to \$45 per acre. Railways have large tracts for sale. Nowhere in the world can farming be undertaken with less original capital.

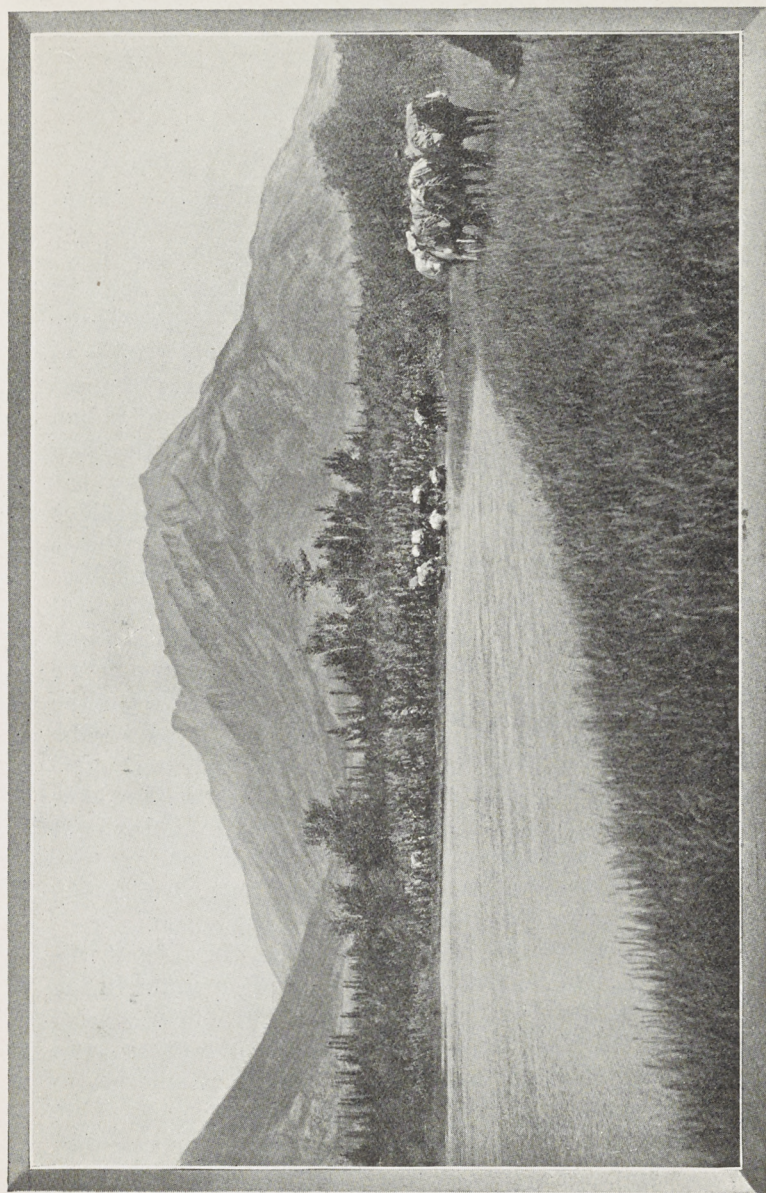
Game of all kinds abound, the principal being moose, elk, deer, antelope, bear (black and cinnamon), lynx, coyote, wolf (timber), fox, wolverine, otter, beaver, marten, swan, geese, ducks, partridge, gulls, crows, robins, kingfishers, loons and snipe.

The lakes and rivers contain abundance of fish, the best edible varieties being the white-fish and mountain trout, pike, pickerel, sturgeon, ling and tullibee.

The taking of game and destruction of wild life is restricted by a provincial game law. Four parks have been set aside in Alberta by the Dominion Government for the preservation of the native life of the country. Banff, National Park and Jasper Park (5,450 square miles) are situated in the Rocky Mountains. Buffalo Park (430 square miles) is set apart for the preservation of the buffalo, of which there are 850. Elk Island Park is set apart for the preservation of deer.

The Province owns and operates its own long-distance telephone—mileage, 3,310 miles; rural lines, 2,300 miles; number of subscribers, 1,150.

Railway mileage, 2,500 miles.



A PACK TRAIN. GRAND TRUNK PACIFIC LINE IN ALBERTA.
PIONEERS OF THE STEEL RAILWAY.

Edmonton.

The great Distributing City.

EDMONTON, the capital of Alberta, is situated on the north side of the Saskatchewan River, having a population of 25,000. It has the advantages of three trans-continental railways—the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific Railways—with their branch roads operating. I saw the site of Edmonton a few years ago, little thinking the land I stood on then would have a value of \$1,000 per foot within such a short time, but this is general with the development of all western cities. It requires no great brain power for a fairly observant investor in real estate to double his money, and opportunities to-day are just as good as yesterday. The boom in Edmonton, following the completion of the Canadian Northern, has given way to the more legitimate steady growth of the city. In seven years the assessed value of Edmonton's buildings rose from \$2,800,000 to \$26,584,880, an increase of over 900 per cent. The new building programme for 1910-12 included the new Parliament buildings (now completed at a cost of \$2,000,000), a new Court House, and several large public buildings, which will bring the total capital expenditure to over \$4,500,000.

Edmonton, in common with other cities throughout the west, is striving to induce capitalists and manufacturing concerns to establish branch industries, and offers special facilities for cereal mills, match factories, cement works, paper mills, oatmeal mills, and every day commodities suitable to Canadian requirements. The surrounding townships—Fort Saskatchewan, Frank, Exshaw—offer favourable opportunities for small capitalists. There are extensive coal mines, and a

Edmonton, Alberta, Canada.

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Cable Address: "MARVAL."

CANADA FOR THE INVESTOR.

scheme is mooted to harness the Saskatchewan at a point a little over 100 miles from Edmonton, at an estimated cost of over \$1,500,000.

Edmonton is undoubtedly the great supply city for its own Province and the rich northern sections of the Canadian west. In addition to the railways, there is a prospect that Edmonton may have water transportation of enormous value. At present the Saskatchewan River flowing past the city is used only to a limited extent by steamers of very light draught. The Dominion Government, however, have seriously taken up the problem of improving navigation, and it is believed that an 8-ft. channel between Edmonton and Winnipeg is well within the range of feasibility. This would be of enormous benefit not only to Edmonton, but to all the intermediate points. In the one point of coal alone it is estimated that there would be a sufficient saving in the cost of transportation to justify the expense involved.

At Athabasca Landing to the north, connected up with Edmonton by 90 miles of railway, there is tapped the great waterways of the Mackenzie Basin, consisting of the Athabasca, Peace, Slave and Mackenzie Rivers, making a total of navigable waters over 3,000 miles in extent, and in which there are at present some few obstructions, but which by not very extensive works could be made navigable without interruption over the entire length. This and the development of the enormous hinterland served by these waterways is one of the things that Edmonton has in reserve.

A Potential Industrial Centre.

The conditions tending to the development of a great wholesale centre referred to are also essential factors in the development of an industrial centre. Transportation facilities and an enormous consuming area practically protected from competition by geographical conditions are assured. The other most important requisite is also at hand in Edmonton—unlimited cheap fuel. As stated earlier, Edmonton is the centre

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"The Commercial Progress of Canadian Cities.
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CANADA FOR THE INVESTOR.

of great coal fields, development of which is as yet only in the initial stage. The full extent of these coal measures are not yet known, but recent Government reports place the area of the Edmonton formation at 10,800 square miles, with an estimated coal content of no less than 60,000 million tons. The coal lies comparatively near the surface, and is cheaply mined, there being no explosive gas and but little trouble with water.

Underlying the city of Edmonton are several seams of coal at various depths, the lowest so far discovered being at about 250 feet. Coal is at present being supplied for the use of the various city public institutions at a cost of \$2.65c. per ton.

Other conditions favourable to the development of industrial enterprises at Edmonton are an ample supply of pure water, electric light and power (supplied by the city at a minimum cost), a system of taxation under which the land only is taxed, not the value of plant or improvements.

Industries established at Edmonton are protected against undue competition by a haul of 2,000 miles from eastern manufacturing centres. Such manufacturing enterprises as are already established are developing rapidly and building up strong industries upon a sound basis.

There are favourable openings for many more industries. Those getting established now will derive the full benefit of the rapid development of the district now in immediate sight. Write the Secretary of the Board of Trade for information.

A Packing Centre.

Edmonton being the centre of a large area of the finest mixed farming and dairy lands on the continent, has naturally developed as a great packing centre, and now gives every indication of becoming the chief centre of that industry in Western Canada. Already there are in operation five packing establishments. One of these was promoted by the Swift interests of Chicago at a cost of a million dollars. After two years of careful investigation of conditions, Edmonton was decided upon as the most favourable location for this industry.

EDMONTON.

Opportunities in the Capital City of Edmonton.

The city offers new industries a fixed assessment for a certain term of years, with water, light and power at cost price. There are many opportunities for boarding houses, general stores, habit-makers, nurses, school teachers and doctors, especially in the thriving townships within twenty or thirty miles of the capital.

For full particulars, write to F. T. Fisher, Secretary, Board of Trade, Edmonton, Alberta.

WITH fleets of mail steamers on both Atlantic and Pacific in connection with its Express trans-continental trains through Canada, the Canadian Pacific Railway provides the greatest link of Empire. Its services in Canada itself are indispensable alike to the Settler, the Tourist, and the Business Man, owing to its elaborate network of rails serving every Agricultural, Commercial, Industrial, Sporting and Picturesque district in Canada.



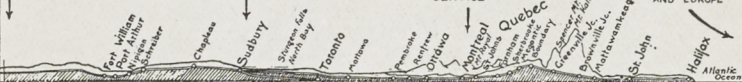
CANADIAN PACIFIC TRANS-CONTINENTAL EXPRESS.

PACIFIC

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120 St. Vincent Street, GLASGOW.
41 Victoria Street, BELFAST.



CANADIAN PACIFIC ATLANTIC "EMPRESS" STEAMER.

Nelson.

A Mining City.

NELSON is probably the most picturesque mining centre in the British Empire. One does not usually associate smelting localities with beauty, but in this instance, with many others throughout the Dominion, the grime of industry is nullified by the natural grandeur of the situation.

The city is situated on the west arm of the Kootenay Lake, on the Canadian Pacific Railway, being connected also with the Spokane Northern Railway. The progress and industrial expansion of the town have been made possible by the mining industry of the Kootenays. It is the supply centre of hundreds of mining camps, which are the richest in British Columbia, having an annual average output of over 2,500,000 tons.

The city is making a strong bid for new industries, and has every opportunity of success in this direction. The main factor governing its progress is made by the water-power developed at Bownington Falls, situated some nine miles from Nelson, and capable of developing 100,000 horse-power.

The city recently installed a power plant at a cost of \$300,000 to supply the city with electric light and power; the first generator installed had a rated output of 1,500 horse-power, provision having been made to develop a further 10,000 horse-power, most of which will be used in the latest form of electric smelting furnaces.

There are many large smelting works in the immediate vicinity. The Granby smelter at Grand Forks produced 25,500,000 pounds of copper, the smelter having a capacity of over 5,000 tons of ore per day. In addition to copper properties, there are several silver-lead mines in the Kootenays.

NELSON.

With all this mineral wealth, combined with sixty odd lumber mills having an annual cut of over five million feet, conditions are very prosperous, and Nelson will undoubtedly be one of the largest and richest mining centres in British Columbia. Nature has, as in many other centres of industry in Canada, been exceptionally kind to Nelson, the city being surrounded by about 10,000 acres of rich fruit-land, whilst the valleys adjoining the city hold some of the best fruit-lands in the Dominion, totalling over 80,000 acres.

The production of apples is only in its infancy. Notwithstanding this, a selection of Nelson-grown apples secured the gold medal at the exhibition of the Royal Horticultural Society in London in 1910.

There are innumerable openings for British capital. The present opportunities are for wholesale distributing houses, hotels, fruit-farming, mixed farming, box factories, and mining tool agencies.

For further particulars, write to E. K. Beeston, Secretary of the Board of Trade, Nelson, B.C.

Ready - Made Farms IN British Columbia.

We are placing on the market a number of

Ready-Made Fruit Farms

In the beautiful Okanagan Valley, British Columbia. These farms are ten to fifteen acres in extent, and are absolutely complete and ready for occupancy.

**Each FARM is all CLEARED, PLOUGHED,
HARROWED, IRRIGATED, FENCED,
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with an average of 450 to 500 of the choicest Apple Trees. We are prepared to construct on each Farm a modern

**BUNGALOW of four rooms with BASEMENT
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Price of these Farms will be five thousand dollars (about £1,000) each, including

**HOUSE and TEN ACRES completely PLANTED,
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and will be sold on terms of

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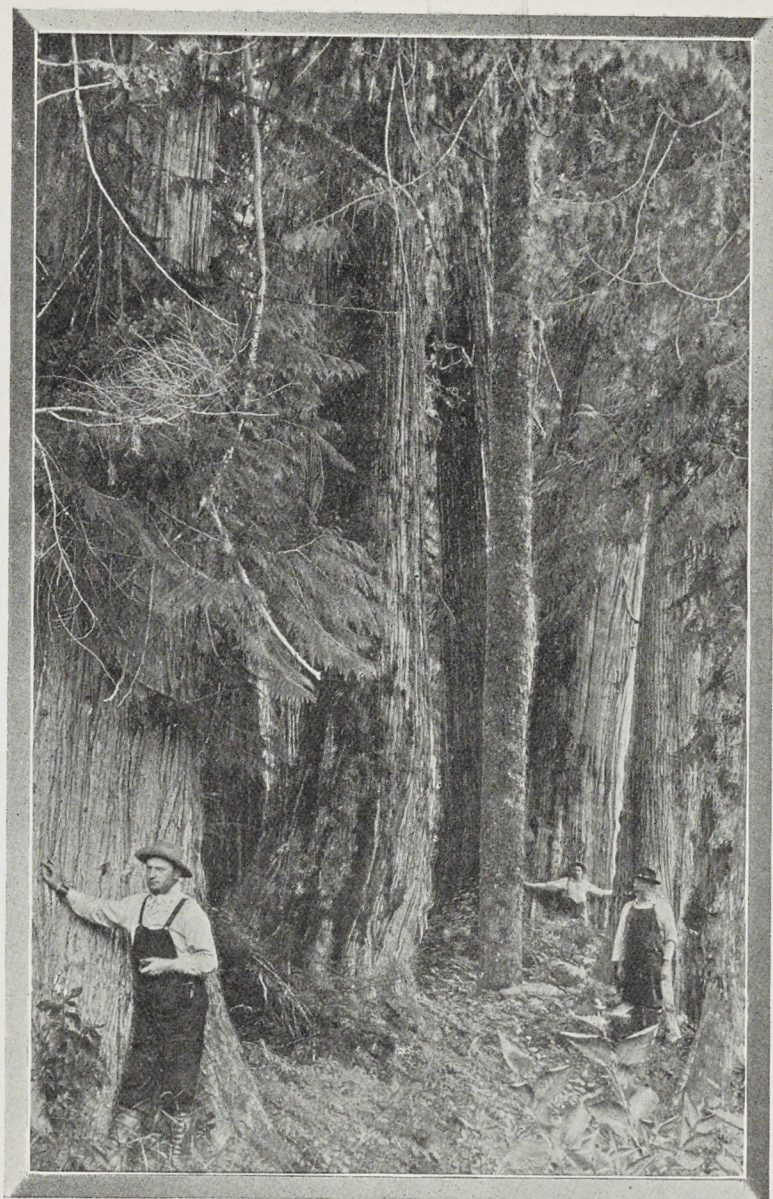
Bank references given on request.

F. DODSON & CO.,
531 Richards Street, VANCOUVER, British Columbia.

Vancouver.

The Liverpool of the Pacific.

BRITISH COLUMBIA, as its name implies, is pre-eminently the most British Province in Canada, its trading, social and every-day life, to the most casual observer, being characteristic of the British race. Vancouver, the commercial and great shipping port of the Province, possesses a harbour which could easily hold the combined fleets of Great Britain and America. To attempt to describe the ever-changing panorama of Vancouver's waters would be futile in a book of these dimensions ; indeed, it would take several volumes to even touch upon their resources and beauty and Nature's lavishness in her bountiful gifts to this the great Pacific Province of Canada. In a little over a decade Vancouver has risen from a little fishing village, such as one sees on the Yorkshire coast, to one of the greatest ports in the world. It is the western terminal of the Canadian Pacific Railway. The Canadian Northern will shortly be connected via the Yellow Head Pass, and the Grand Trunk Pacific will extend branch lines to its busy wharves from its main line, connecting them with its objective point, Prince Rupert. Another great factor, in conjunction with these, for the city's future greatness is the rapidly-expanding system of the British Columbia Electric Railway Company, which already has its tentacles reaching out into the rich agricultural fruit-growing and mineral districts. This same company supplies cheap electric light and power, which are generated by its plant some sixteen miles distant from the city, with an available supply of over 65,000 horsepower, about 50 per cent. of which has already been developed. With all these natural advantages Vancouver has been the



A TYPICAL CEDAR FOREST, VANCOUVER ISLAND.

VANCOUVER.

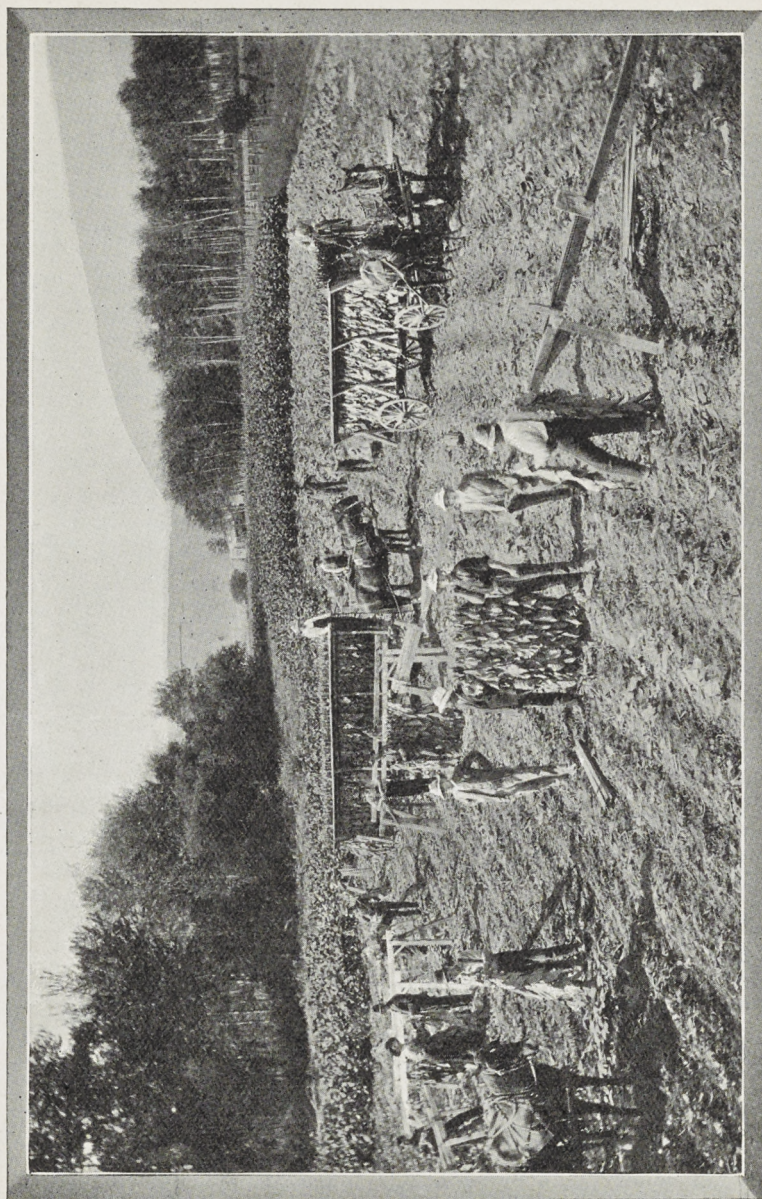
scene of extraordinary development and expansion, which is exemplified by the value of the building permits issued in 1909, amounting to over \$7,253,135, rising to \$13,150,365 in 1911. Another evidence of its commercial wealth is revealed in its bank clearings, which totalled \$445,000,000 in 1911.

Vancouver's Industries.

Vancouver is the commercial metropolis of British Columbia, and is the financial and industrial centre of the Province. The year of 1909 showed a total production of industry estimated by the Provincial Government as follows:—

Manufacturing	..	..	..	..	\$30,000,000
Mining	..	..	..	..	24,000,000
Lumber	..	..	..	..	12,000,000
Agriculture	..	..	..	..	8,500,000
Fishing	..	..	..	..	8,000,000

A total of \$82,500,000, representing an average *per capita* production of \$315, the highest shown by the official statistics of all the Provinces of Canada. Of this enormous production of the Province nearly 75 per cent. is credited to the lower mainland, of which Vancouver is the central market, and at the same time the producing and distributing centre. Again is the industrial position of the mainland clearly shown by the figures compiled by the secretary of the Lumberman's Association, who estimates that there are employed in this industry in British Columbia a total of 27,000 persons. Of this total 12,000 are employed in lumber, 10,000 in logging camps, and 5,000 in allied industries, while more than half of the grand total—that, to be exact, upwards of 15,000—are employed in the lower mainland. It is significant that, whereas a few years ago the lumber and timber industries were the largest represented in British Columbia, to-day manufacturing and mining industries have taken the lead, chiefly because of the rapid growth of Vancouver as a manufacturing centre and because of the extensive development of the mining resources of the Province. In taking a measure of Vancouver's importance in



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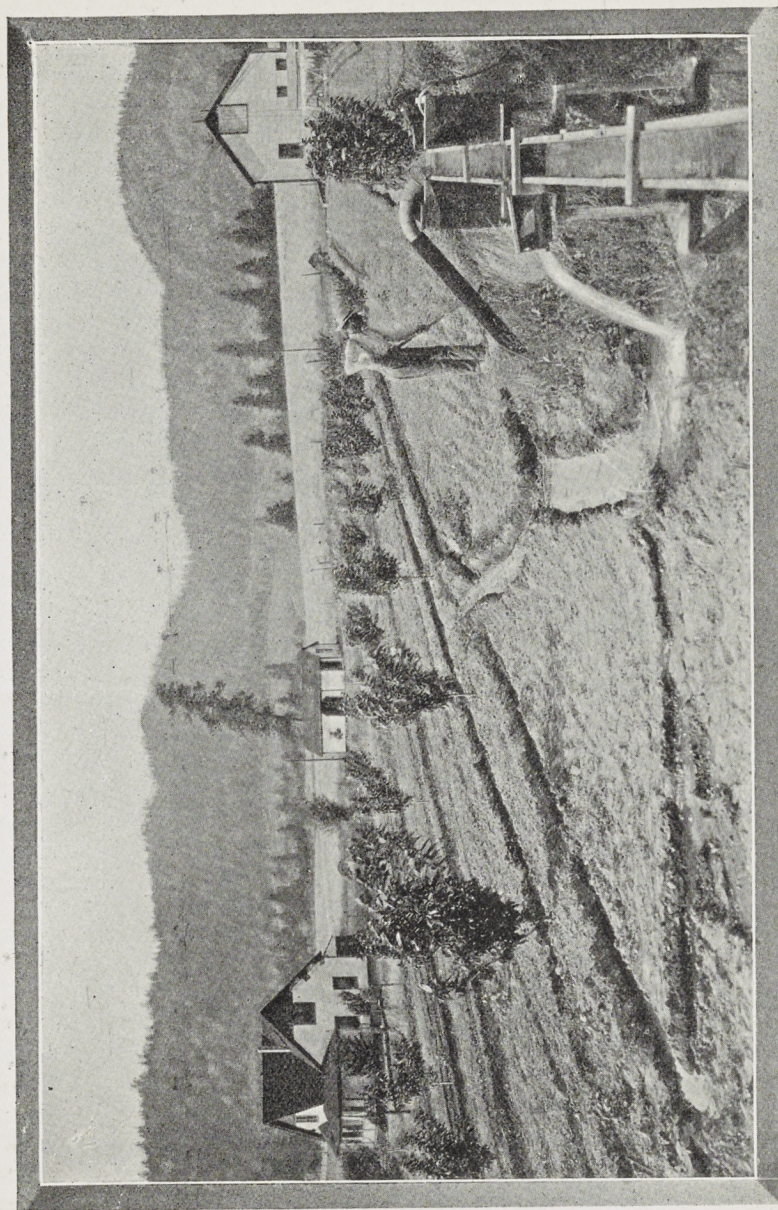
VANCOUVER.

the industrial progress of the Province, it must be borne in mind that of the total population of British Columbia the city of Vancouver represents over one-third, while the lower mainland comprises practically two-thirds of the grand total, as shown by the following table, which gives the population of the prosperous municipalities surrounding Vancouver, and which will eventually become a part of the one greater city, together with the population of the vast agricultural region of the Fraser River Valley :—

South Vancouver	..	..	..	..	20,000
New Westminster	..	..	..	..	15,000
North Vancouver	..	..	..	..	7,800
Burnaby	..	..	..	..	5,000
Rural population	..	..	..	..	20,000

It is shown by statistics recently presented that Vancouver's industries employ over 60 per cent. of all the men, women and children engaged in industrialism in the Province of British Columbia. In addition to the manufacturing growing out of its vast fruit and lumber industries, and resulting from the development of the underground resources of the contiguous country, Vancouver now numbers among its industries the manufacturing of boilers and engines, boots and shoes, brooms, soap, harness and saddlery, stoves, carriages, show cases, hats and caps, saws and hardware, turpentine, canning machinery, wire nails, biscuits and confectionery. In addition it supports an extensive coffee roasting and grinding plant, a big cooperage, plating works, sheet metal works, sewer and water-pipe works, two paper-box factories, brass and iron foundry and structural iron plant, oil refineries, steel works, sugar refinery, pulp and paper mills, brewery distillery, large ship-building yards, and carries on extensive manufacturing of furniture, mattresses, portable houses and jewellery.

The great charm of Vancouver lies in its residential districts, which compare most favourably with anything to be found on the French or Mediterranean coasts. I have resided in many of the choice spots of the Empire, and for healthful surroundings



IRRIGATING ON MR. COUSINS' ORCHARD, KILOWIRA, B.C.

VANCOUVER.

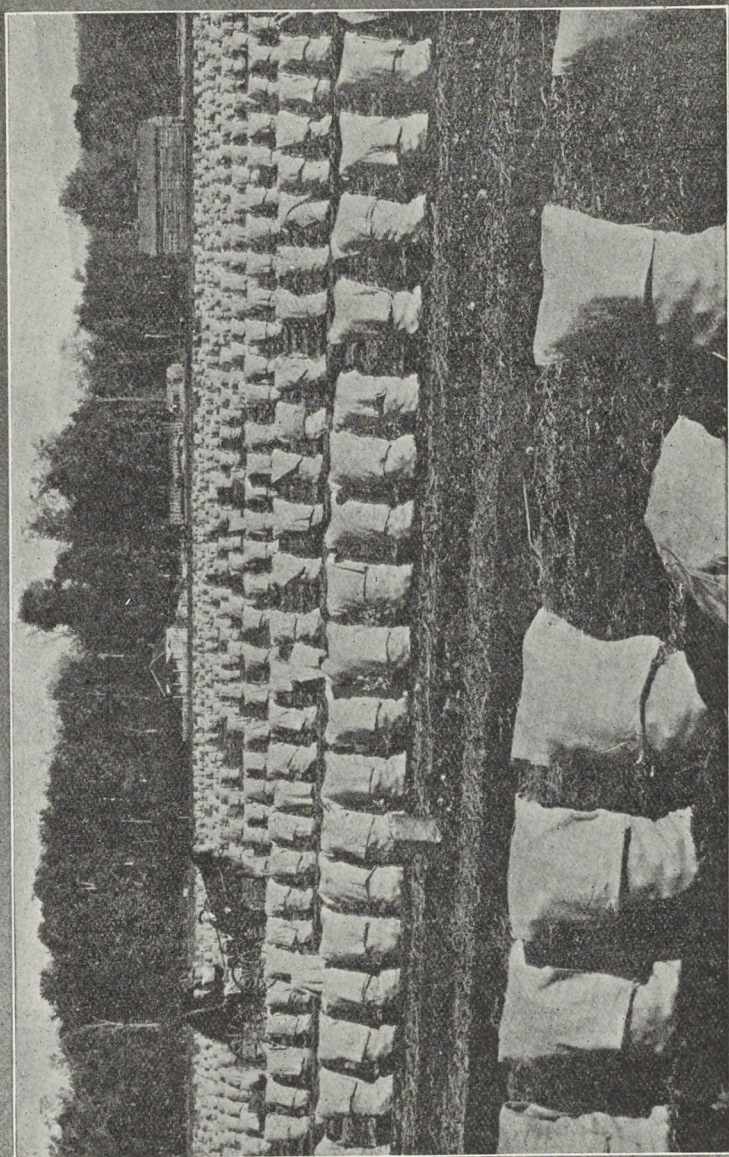
consider Vancouver in winter or summer one of the most favoured spots in Canada. Imagine fifty high peaks of Derbyshire and as many bays the size of Llandudno. Even then the reader will have only a faint conception of the ever-changing panorama to be seen from the thousands of well-built modern villas and residences within twenty minutes of its busiest centre. It is this feature that has led to Vancouver's rapid growth in real estate, with its unlimited and safe field for millions more.

To tell the story of Vancouver's growth in the simple table of figures is to point out merely a natural result of the possession of all the fundamental requirements of a new city. Briefly, these five lines of type tell in a simple way the dramatic story of Vancouver:—

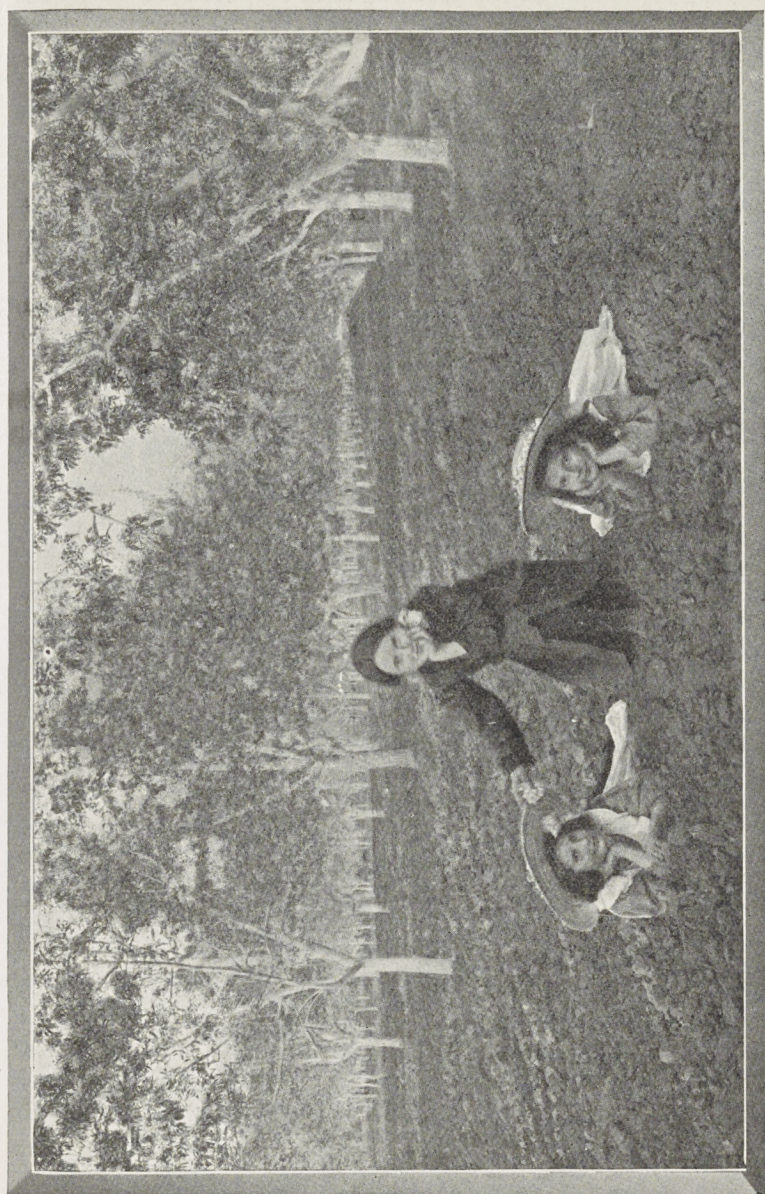
Year.		Population.
1886	.. .. .	1,000
1891	(Dominion Government census)	13,685
1901	.. .. .	26,133
1909	(City Assessment Commissioner)	78,900
1912	(Admitted to be a conservate estimate)	145,500

Since the beginning of 1906 the population has increased on an average of 1,000 a month. The actual city limits already have been over-reached in every direction by the demand of residential sites, and the fact that nowhere the "for rent" sign is displayed, and that all over are newly-shingled roofs, tells a story of prosperity that is unsurpassed. At the rate that the city is now growing, it will not be many years before it occupies the entire peninsula between the Fraser River and Burrard Inlet, while across the bay at the north another city is carefully spreading out into the forest—North Vancouver.

Vancouver, with its population of over 120,500, offers exceptional opportunities for the location of British factories, having unlimited supplies of timber for pulp, iron, coal, fish and the great fruit districts for which British Columbia is famous. The problem in all these openings for trade is cheap labour. At the present time Asiatic and Chinese labour is extensively employed, but this will be a diminishing quantity when suitable schemes and arrangements are made to bring



FIVE-ACRE ONION CROP—THIRTY TONS TO THE ACRE AT \$25 PER TON.
KELOWNA, BRITISH COLUMBIA.



PEAR BLOSSOMS IN MR. STIRLING'S ORCHARD, KELOWNA, B.C.

CANADA FOR THE INVESTOR.

the sturdy working-classes of Great Britain to this, one of the greatest fields for British capital and labour. Asiatic labour practically dominates in the fishing industries, being unfitted for heavy manufacturing, such as in iron or steel. Skilled British labour commands a high wage, and there are many opportunities in all classes of the heavy trades, especially mining industries and callings, which will be readily appreciated from the fact that the mines of British Columbia have produced over \$300,000,000, and there are still within her borders 300,000 square miles of unprospected mineral-bearing country. The importance of the mining industry cannot be better illustrated than by pointing out that the value of the mineral output for 1909 was \$25,000,000.

British Columbia contributes annually more than 75 per cent. of the total mineral output of Canada, and up to date has produced in gold values over \$115,000,000 and in other minerals \$185,000,000.

The mining industry is now firmly established on legitimate business lines, mining on paper and on the Stock Exchange having given place to sane, hard-headed work, with resultant bullion and company dividends. The Granby Company distributed \$1,620,000 to its stock-holders in 1906. To-day British Columbia has fifteen smelters and three or four refining plants, with a combined daily capacity of 12,000 tons of ore.

For further information, write to Dr. E. S. Rowe, Progress Club, Vancouver.

COQUITLAM TOWN SITE LOTS FOR BRITISH INVESTORS
COQUITLAM, B.C.

Coquitlam is the Supplementary Pacific Coast operating terminus of the Canadian Pacific Railway, seventeen miles east of Vancouver, on the Pitt River, near its junction with the Fraser, and is included in the Vancouver Metropolitan District. In addition to the Canadian Pacific Railway projects, which call ultimately for the expenditure of millions of dollars, it is now certain that Coquitlam will have other railways, and become an important commercial and industrial centre, and the manufacturing sub-city of Vancouver.

The Canadian Pacific Railway found it necessary to establish these terminals, which will be among the finest and largest on the North American continent, because of the congestion in the Vancouver shops and yards, even with the traffic now handled there; because of the unprecedented development and prosperity of Western Canada and the province of British Columbia; because of the gigantic growth of the Canadian Pacific Railway systems, which has now over twelve thousand miles of track in operation, several more thousands of connections, and fine fleets of vessels of the two oceans, and the inland lakes and rivers; and probably most of all because of the fact that the Panama Canal will be open for traffic in two years at the outside.

Since the Canadian Pacific made its momentous announcements some months ago, Coquitlam has progressed faster, perhaps, than any similar young city in Canada ever did. Other railways have decided to join hands with the Canadian Pacific in making a city there, dozens of manufacturers and others have applied for sites for mills, stores, etc.

Surrounding the Canadian Pacific Railway terminals is a level tract of land, not common in this section of the country, practically all of which we own. The Canadian Pacific Railway, by the way, bought its own land, none of which is for sale from or through us. We are now offering business and residence lots to the public, also industrial sites and lots, our aim being to share our good fortune with the purchasers. How well we are doing this may be seen from the fact that some lots which started at \$1,000 each are now held for \$8,000 and over.

TERMINAL TOWN SITE LOTS FOR BRITISH INVESTORS.

All of the Terminal Town Site is now on the market. Coquitlam should eclipse Calgary, Edmonton, Saskatoon, Regina, Prince Rupert and Vancouver in profit-making to real estate owners in the next few months and years. Now is the time to get a lot or more there, and we are the people to get them from. Our property is not sub-divisions—it is the Terminal Town Site. Write to-day.

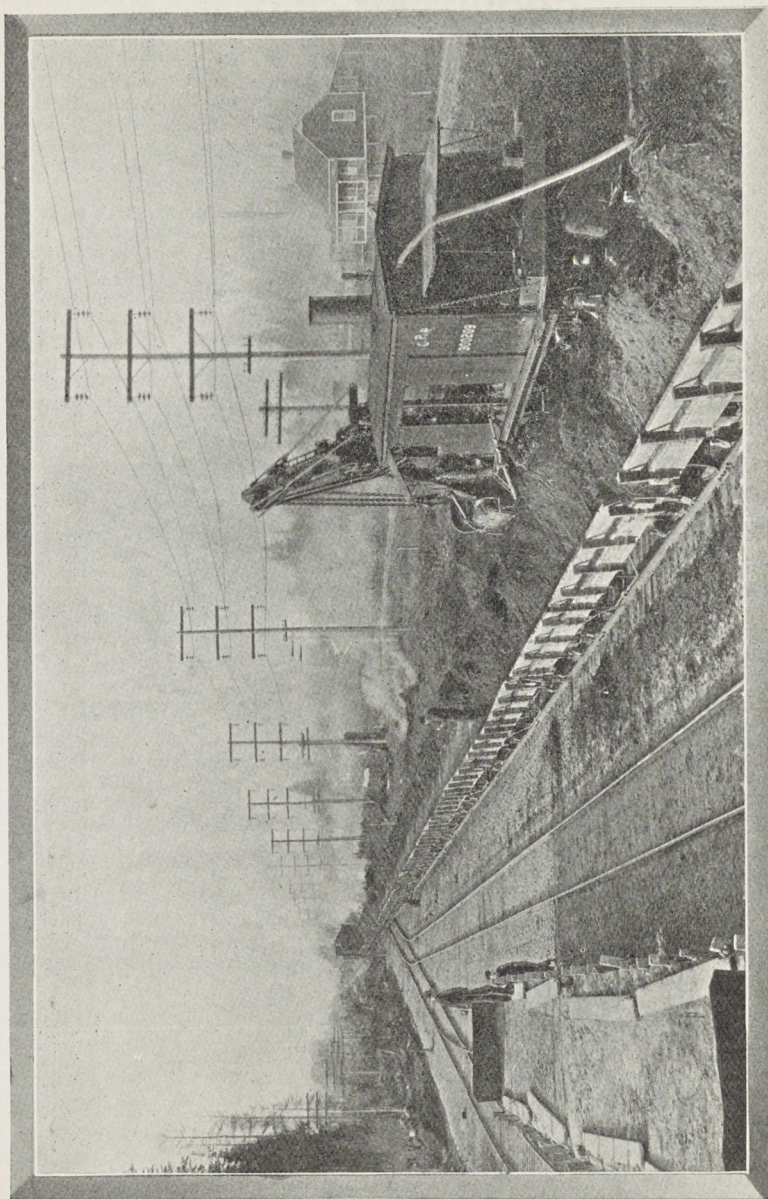
COQUITLAM TERMINAL COMPANY LIMITED,
Owners of the Town Site,
Dept. 40, Leigh-Spencer Building,
VANCOUVER, B.C.
COQUITLAM TERMINAL CO. LTD.,
Dept. 40, Leigh-Spencer Building,
VANCOUVER, B.C.

Without cost, liability, or obligation on my part, send full particulars, maps, etc., of the Pacific Coast Operating Terminus of the Canadian Pacific Railway, prices of lots, etc.

Name

Address

.....



HOW THEY CLEAR LAND TO MEET PROGRESS IN BRITISH COLUMBIA.

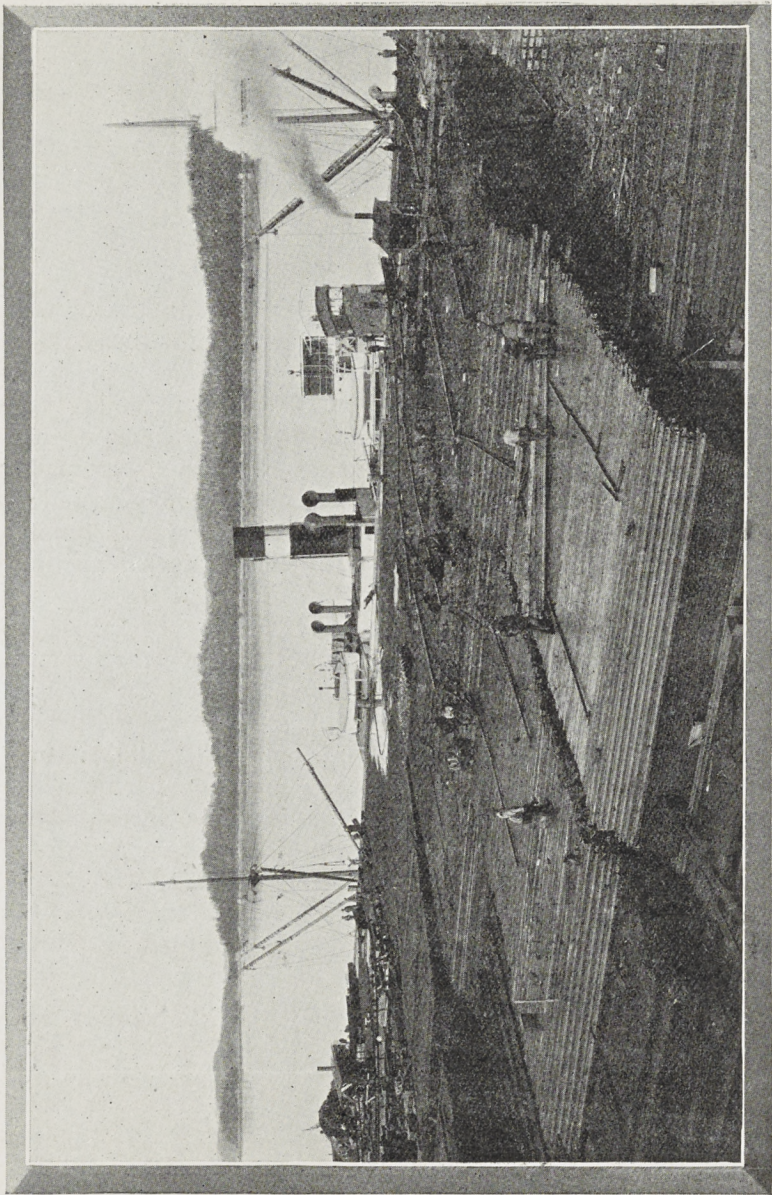
Prince Rupert.

The Coming Port of the Pacific.

PRINCE RUPERT is the last great link in the all-red route, as it is at the end of the line, and is the nearest port to Japan and the east. Via Prince Rupert is the shortest route from Liverpool to Yokohama, making the quickest way round the world. Had Jules Verne heard of this great natural waterway, he would undoubtedly have made Prince Rupert the chief centre of departure for the Orient in his *Around the World in Eighty Days*. The Author was fortunate in seeing the result of four years' marvellous work when visiting it in company with one of the engineers who was there in the pioneer days some four years previously.

Probably never before has there been so much money and time expended in the planning of a new Canadian city as has been devoted to the preliminary work at Prince Rupert, not only by the railway company, but by the Dominion and Provincial Governments as well. The work was commenced in May, 1906, when the company's staff of engineers made a landing and clearing for the location of their camp preparatory to making the preliminary survey, after which time the work of surveying and clearing was carried on continuously until a complete topographical survey was made of all lands comprised in the town site covering an area of 2,000 acres, and great care was taken with this work on account of the important bearing it would have upon the final laying out of streets, etc.

Prince Rupert is situated 550 miles north of Vancouver, and forty miles south of the Alaskan boundary. It is in the same latitude as London, and has a climate the mean temperature of which is about the same as that of the metropolis of the British Isles.



THE END OF THE GRAND TRUNK PACIFIC, PRINCE RUPERT, B.C.

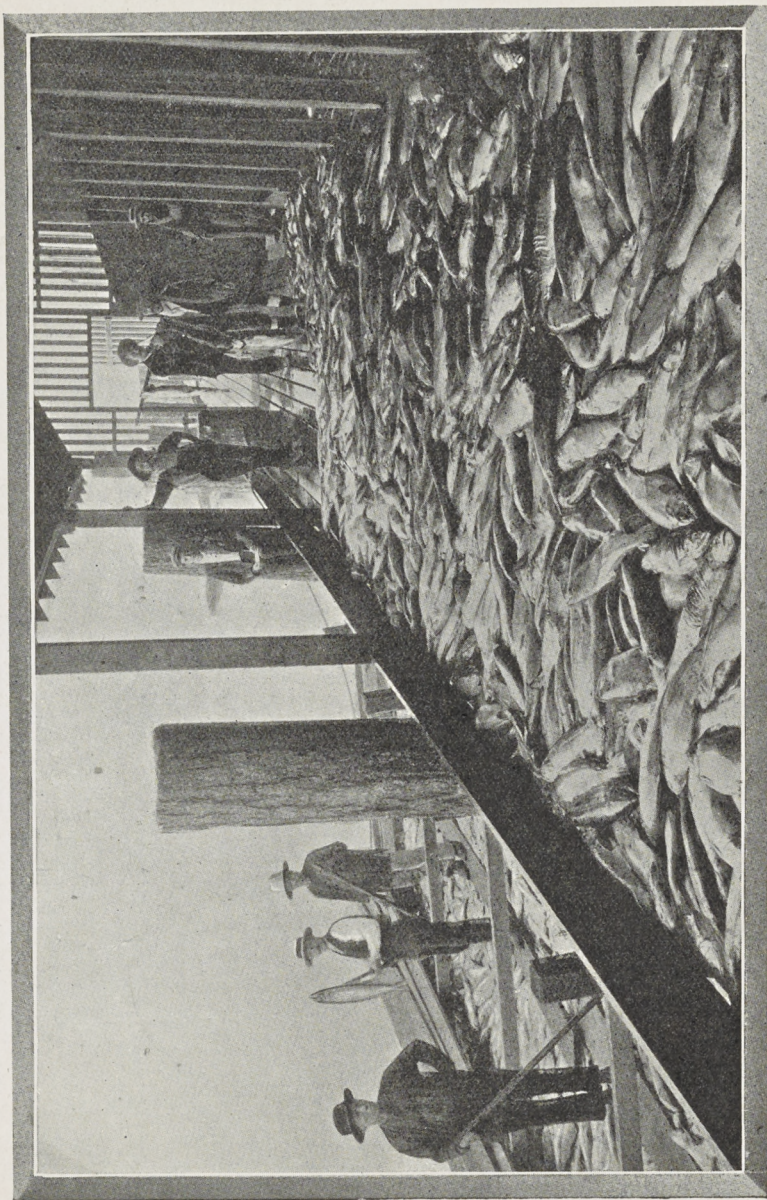
PRINCE RUPERT.

The selection of the Pacific coast terminus was one of the most important tasks with which the builders of this national highway had to do. Many things had to be considered. It must have a harbour second to none, and lie where the rails could reach it without seriously lengthening the line, or increasing the gradients. The entire north coast was searched, and every harbour sounded before a final decision was made. The very satisfactory result is that the future metropolis of the north coast will look out upon a harbour that is all that could be hoped for. Although practically land-locked, it has a mile-wide channel, and is sufficient in size to shelter all the ships that are likely to come to it, great as are the possibilities of this new port.

The site is a picturesque one. The land slopes back gradually for distances ranging from half a mile to two or three miles. Here and there the ground rises abruptly, providing the necessary fall for drainage and sewerage, while a shore line five or six miles in extent sweeps around the front of the city. The view from these elevated stations and from the back of the town site is a charming one. On the opposite shore mountains slope down to the water. To the north-west through a channel studded with islands is situated the famous Indian village of Metlakatla, known on the coast as the "Holy City."

Upon the completion of the Grand Trunk Pacific Railway the fishing industry at Prince Rupert and vicinity, which is now in its infancy, will be one of the most productive in the world, and will furnish employment not only to the railway company and its employees, but to hundreds of fishermen and labourers who must necessarily establish their homes in Prince Rupert. At the present time a large company is arranging to engage in this industry with head-quarters at Prince Rupert.

The salmon packed during the last season in the Skeena River, which is one of the greatest salmon rivers in the world, situated twelve miles south of Prince Rupert, was approximately 200,000 cases, exceeding in value \$1,000,000. The industry furnishes employment to at least 6,000 people during the canning season, and this will naturally constitute a valuable and important feeder to Prince Rupert.



UNLOADING SALMON AT THE CANNERIES, BRITISH COLUMBIA.

PRINCE RUPERT.

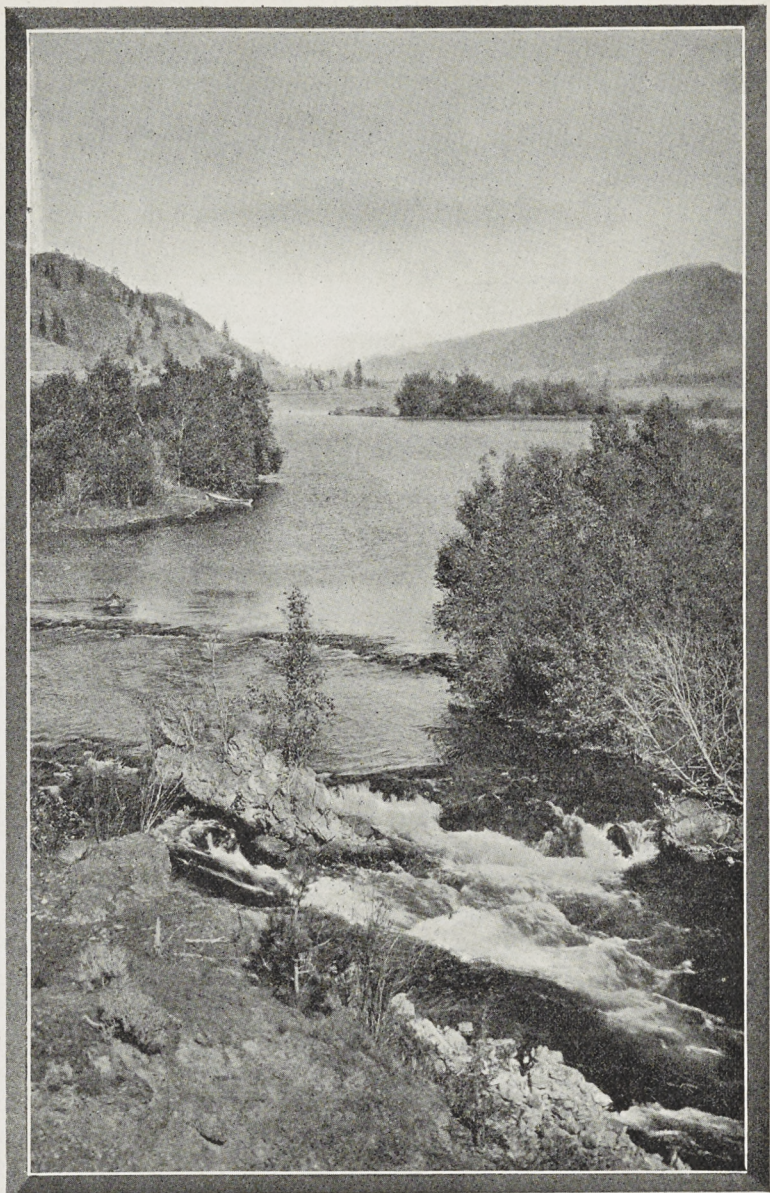
In the past, on account of the absence of railway transportation facilities, this product has for the most part gone to Vancouver and Victoria by water, but upon the completion of the Grand Trunk Pacific Railway it will naturally seek the most rapid means of reaching the eastern markets, and will consequently be handled through and from Prince Rupert.

The canned salmon industry ranks among the leading industries of this country, but in the last few years cold storage plants have been installed with excellent results, and by the time the Grand Trunk Pacific Railway is completed refrigerators will hold and refrigerator cars will carry and deliver this, the king of fish foods, to the tables of the people of the United States and Canada in the east as well as the west, and in fact to the markets of the world.

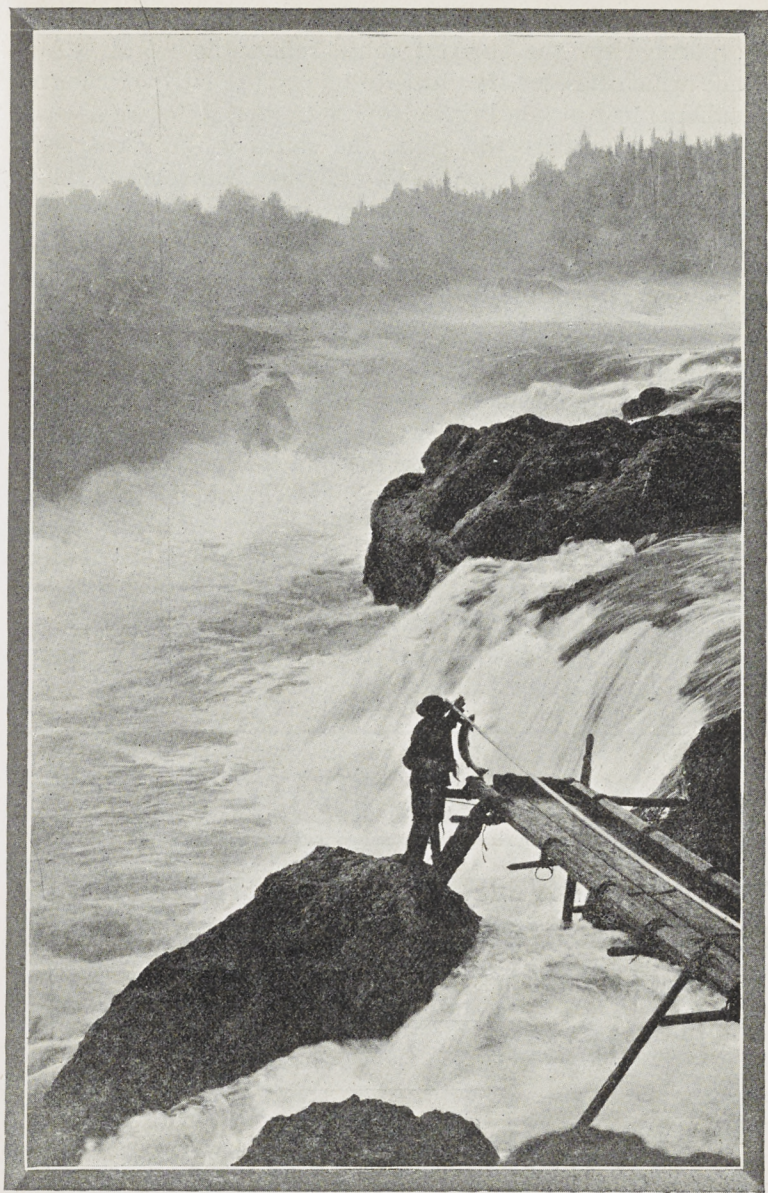
A licence has been granted to establish a whaling station within a few miles of Prince Rupert, which will be an important industry to the new city, as it has been found that more whales abound and have been taken in the waters off the coast of British Columbia during the time the whaling stations have been in operation than in any other waters of the world. This and the other fish industries, including cod and herring, now only in their infancy, are capable of immense growth and advancement, and will be a great factor not only in the building up of the city, but as a source of lucrative employment to the fishermen, merchants, steamboat owners, labourers and others who will purchase, rent and have their homes in Prince Rupert.

The value of these fisheries lying at the gateway of this, one of the finest harbours in the world, cannot be estimated.

Prince Rupert has many advantages. It has a mild climate. It is new and attractive. It is to be a model city in every sense of the word. It guards what is said to be the finest natural harbour on the coast, if not in the world. It is the terminal town of the Trans-Continental Railway, which bids fair to surpass anything ever attempted in the way of railway construction on this continent, crossing from ocean to ocean without a single mile of grade that can, by any stretch of imagination, be considered an obstacle to the economical operation of the road.



OKANAGAN RIVER, BRITISH COLUMBIA.



SALMON FISHING. BULKLEY RIVER, B.C.

CANADA FOR THE INVESTOR.

Prince Rupert is also, as has been said, at the end of the long portage on the shortest route round the world. Any scheme which has for its ultimate object the swift circling of the sphere must reckon Prince Rupert on its right of way.

To this new port will come the ships of the seven seas. Ships of the east, laden with silk and rice, will soon be riding at anchor in this splendid harbour, to sail away laden with lumber; ships from the west with wares of the west; ships from the shores of far-off continents trading through the new and picturesque port of Prince Rupert.

With all these natural advantages, the port will be equipped with the latest modern facilities for handling the additional trade through the Panama Canal, the opening of which will without doubt materially assist the commercial history of this great port. The completion of the line to Prince Rupert will see a great rush of British settlers. The climate being equable, although wet, is admirably suited for people from the British Isles. The city offers wonderful opportunities for distributing and branch houses, cafés, hotels and boarding houses, saw mills, box and tin factories and kindred trades.

For further particulars, write to M. M. Stephens, Secretary Board of Trade, Prince Rupert.

WANTED.

**FUNDS FOR INVESTMENT IN WESTERN CANADA
ON FIRST MORTGAGE AT 7% & 8% PER ANNUM.**

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Thirty Years' Local Experience.

P. R. BROWN,
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P.O. Box 428.

Vancouver Island, Victoria.

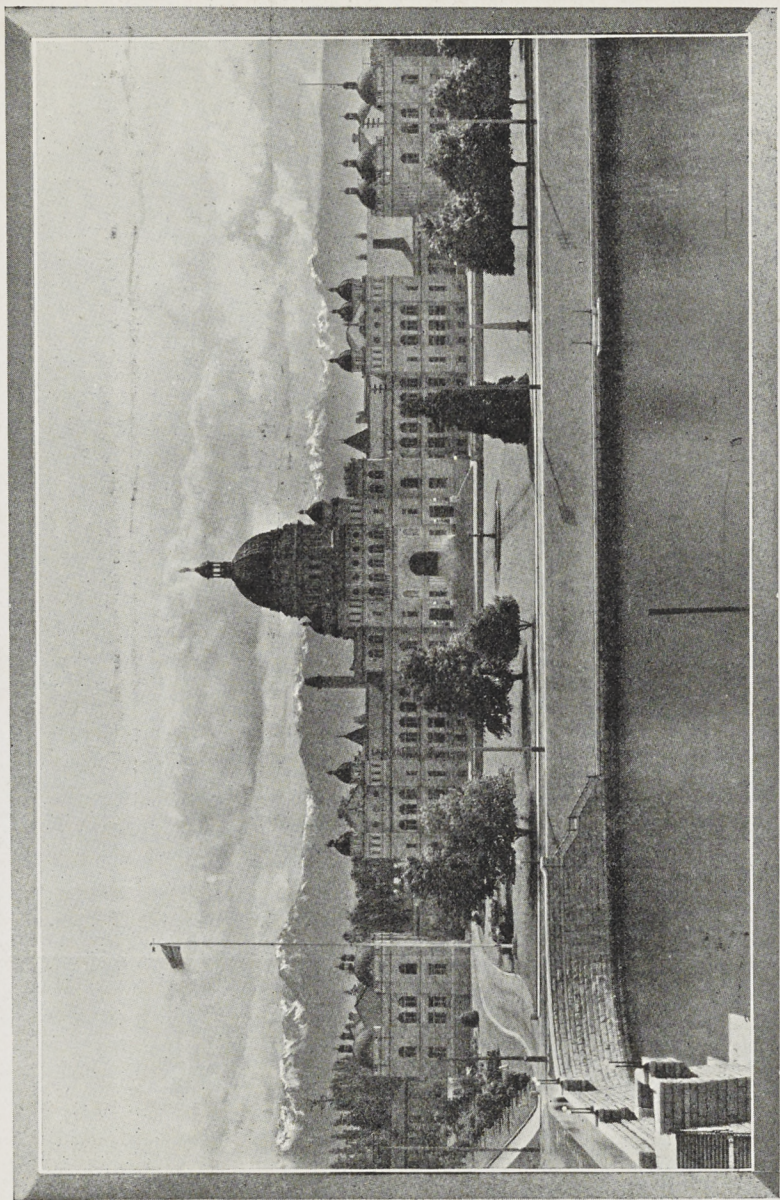
The Jewel of the Empire,

VANCOUVER ISLAND may justly be termed the "Isle of Man of the Pacific," with the added advantage that it has an estimated area of 15,000 square miles, being twice as large as Wales. To get a fair comparison one would have to multiply fifty Snowdons and a hundred Snaefell with thousands of glens typical of the latter district.

Victoria, the capital of British Columbia, is pre-eminently the most British of any centre between the Atlantic and the Pacific, retaining all the characteristics, customs and fine breeding of the early British pioneers, making a pleasant contrast to the hustling centres in middle provinces.

Climate.

The climate of Vancouver Island approximates closely to that of Great Britain, modified by its geographical situation. The proximity of the snow-capped Olympian mountains has a marked effect on the summer temperature, which is never intensely hot, while the Japan current, striking the west coast, brings with it moisture and heat, which temper the severity of the winter. The remarkable advantages Victoria enjoys over all other coast points, the small amount of rainfall and moderate temperature, are strikingly illustrated in the meteorological returns for the years 1907 and 1908. The influence of the Japan current and other factors all combine to produce a result which is perhaps best shown by the fact that the isothermal lines showing the highest temperature in the winter and the lowest temperature in the summer intersect at Victoria, thus demonstrating that it enjoys the double advantage of both



PROVINCIAL PARLIAMENT BUILDINGS, VICTORIA, BRITISH COLUMBIA,

VANCOUVER ISLAND, VICTORIA.

the ideal summer and ideal winter temperature. The following is a condensation of the returns in question :—

		Victoria.	Vancouver.	Prince Rupert, Pt. Simpson.
Average temperature..	1907	50.5°	.. 48.4°	.. —
" "	.. 1908	50.0°	.. 48.5°	.. 43.6°
Rainfall .. ..	.. 1907	22.0"	.. 55.28"	.. 65.45"
" .. ..	.. 1908	26.70"	.. 62.37"	.. 90.67"
Days when rain fell ..	1907	137	.. 153	.. 201
" " "	.. 1908	133	.. 181	.. 236
Yearly snow-fall ..	1907	4.70"	.. 23.10"	.. 24.60"
" ..	.. 1908	0.80"	.. 3.25"	.. 6.05"

Average highest temperature at Victoria during last twenty years, 84.2°.

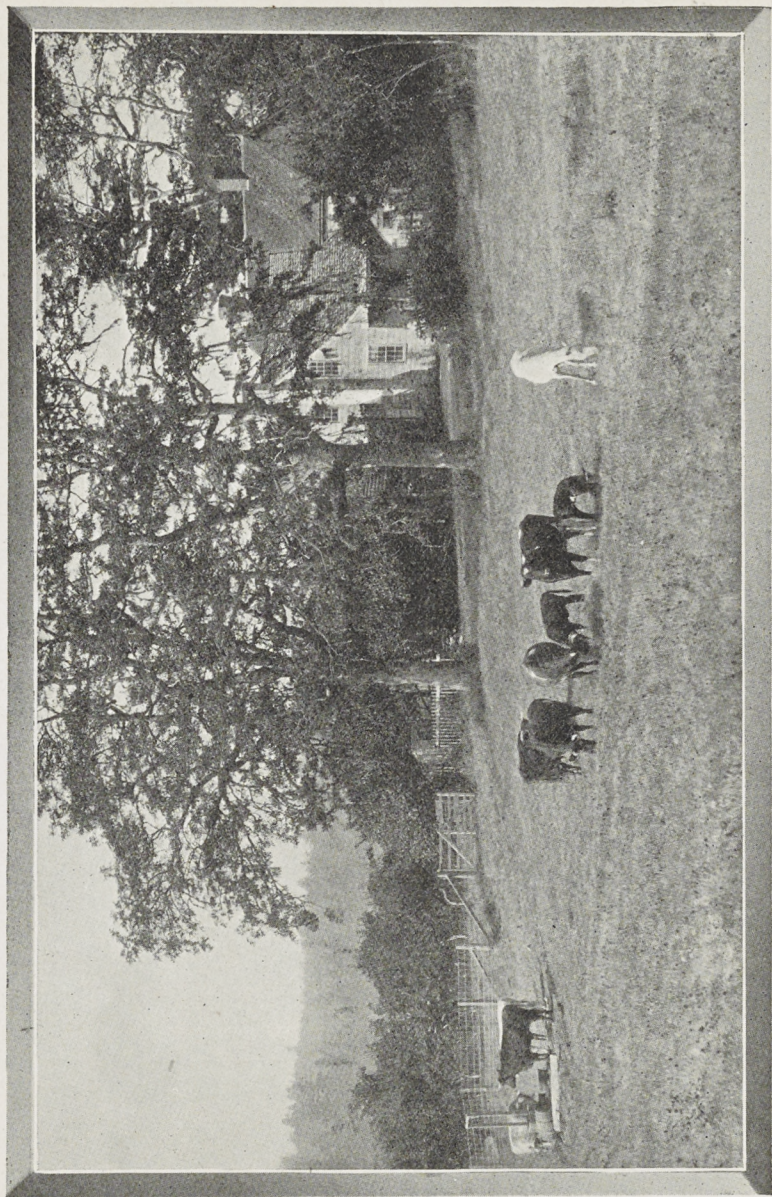
Average lowest temperature at Victoria during last twenty years, 17.3°.

Unlike many mild climates, that of Vancouver Island is healthful. There is no malaria and no endemic disease. The health department takes every possible precaution to prevent epidemics. Children thrive wonderfully well in this favoured land, and the aged and feeble find new life in its balmy and invigorating air.

Agricultural Resources.

No portion of Canada affords better inducements to farmers than British Columbia, and no section of the province presents more favourable conditions than Vancouver Island. True, the farming land is confined to comparatively small areas, and much of it is heavily timbered, but as an offset it is of remarkable fertility, so that a few areas cleared and systematically tilled will yield a comfortable living.

All the cereals grow to perfection, leguminous plants, roots and vegetables of all kinds produced in the temperate zone grow to large size and of excellent quality. Apples, pears, plums, prunes, cherries and all kinds of small fruits attain great perfection, while peaches, apricots, nectarines and grapes, if



A TYPICAL FARM SCENE, VANCOUVER ISLAND, BRITISH COLUMBIA.

VICTORIA.

THE CAPITAL OF BRITISH COLUMBIA.



Progressive Facts and Figures.

POPULATION, 50,000.

1911.

BUILDING PERMITS.

\$4,026,315.00.

BANK CLEARINGS.

\$134,929,916.00.

CIVIC IMPROVEMENTS.

\$4,000,000.00.

1910.

BUILDING PERMITS.

\$2,273,045.00.

BANK CLEARINGS.

\$91,567,074.00.

CIVIC IMPROVEMENTS.

\$2,563,039.84.

The Premier Port of the Pacific.

Via Panama Canal.

The Torquay of Canada.

Where Flowers bloom in Winter.



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SHIPPING INTERESTS.

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For further particulars write:

The Secretary,
REAL ESTATE EXCHANGE,
VICTORIA, B.C.

The Secretary,
VANCOUVER ISLAND
DEVELOPMENT LEAGUE,
VICTORIA, B.C.

CANADA FOR THE INVESTOR.

given special care, can be produced successfully. Many varieties of nuts—almonds, filberts, walnuts, hazel-nuts, cobnuts and chestnuts—do well wherever cultivated.

Another important and profitable occupation for a land-owner residing within reasonable distance of the railway is that of growing garden truck for the town market, and saw mills and logging and mining camps. All kind of vegetables can be raised and heavy crops produced, provided a suitable soil is chosen. In some instances irrigation is resorted to with highly beneficial results. Amongst the most profitable crops to grow are early peas, beans, cabbages, cauliflowers, onions, and young potatoes, while in the autumn celery, tomatoes, carrots and winter cabbages all fetch good prices.

Land Clearing and Settling.

The cost of clearing land ready for breaking up runs from \$45^{to} \$250 per acre, the quality of the soil varying, the rule being the heavier the timber the better the land, but cleared and cultivated land is valued at from \$100 to \$600 per acre. By adding to the actual cost of clearing a nominal price per acre, and spreading the cost over the whole acreage, a farm of forty acres will cost approximately \$3,000, and long terms of payment at a low rate of interest will be given.

To take up one of these farms a man should have, in addition to the first payment required on the land, about \$2,000 to expend on the following:—

House	..	..	..	..	..	\$575
Barns and Outbuildings	..	..	..	..	..	240
Furniture	..	..	..	..	..	150
Wagon and Implements	..	..	..	..	..	150
Horses	..	..	..	..	..	220
Cattle	..	..	..	..	..	100
Pigs and Chicken	..	..	..	..	..	25
Fruit Trees and Seed	..	..	..	..	..	125
Fencing and Gates	..	..	..	..	..	50
Sundries	..	..	..	..	..	50
						<hr/>
						\$1,685

Home Seekers! Come West

British Columbia awaits You.

VICTORIA, B.C.

Is the Mecca of all who seek a pleasant place in which to live, coupled with prosperity. Delightful climate with sea and lake bathing, boating and fishing. Glorious motor roads with scenery unexcelled in the world.

SPLENDID OPPORTUNITIES FOR MANUFACTURERS.

Information gladly sent regarding properties of any kind. Vacant residential lots or business sites.

HOMES can be bought from \$2,000.00 (£400) to \$50,000 (£10,000.)

Good Investments in Real Estate owing to the enormous developments now taking place in and around the City. Gilt-edged Investments in First Mortgage bring 7% and 8% at below 50% valuation.

Reference—

Merchants' Bank
:: of Canada. ::

R. H. DUCE, Financial Agent,
704 Fort Street, Cor. Douglas,
:: VICTORIA, B.C. ::

CANADA FOR THE INVESTOR.

This estimate may be cut down slightly in some respects, while the cost of a house and furniture is open to the widest variation according to a person's means and inclinations.

It will thus be seen that persons who desire a mild and beautiful climate free from the rigours of winter, and who have a small capital to give them a start, can in a few years have a comfortable home, and by proper cultivation of fruit orchards, root crops, poultry raising, dairying, etc., produce a revenue varying only with the individual efforts.

Crown land, of which there are yet thousands of acres to be obtained, may be taken by bona-fide settlers on the following conditions. Each settler may pre-empt 160 acres. After two years' occupation, and having improved his land to the extent of \$2.50 per acre, a Crown grant may be obtained by paying \$1.00 per acre, which payment may extend over a period of five years from the date of record. A number of settlers may pre-empt together and put the improvements for all the land on one-quarter section. A settler is entitled to be absent from his land two months during each year, and may obtain leave of absence for six months at a time by applying to the Land Office.

Poultry raising on Vancouver Island.

The climate of Vancouver Island is for the most part better suited to the successful carrying on of this industry than almost any part of the United States or Canada. Vancouver Island offering the exceptional advantage of a continuous supply of green food out of doors all the year round, places the Island at a great advantage when compared with that famous poultry country California, for it has all California's advantages, and has not the dry, intense heat to contend with that is prevalent in the summer in that country.

It is then established that Vancouver Island is, in so far as the climate is concerned, a suitable and desirable country for poultry raising. Never have the prospects been brighter for the poultry industry than at present. The high prices will no doubt continue, and the man who uses common sense in taking care of his stock will have a good investment on his hens.

To British Investors

VICTORIA

The first port of the Pacific offers
:: sound and safe Investments. ::

*City Properties,
Manufacturing Sites.
Sub-Divisions,
Mortgages.*

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VICTORIA, B.C.,
CANADA.

Cables : "Tracksell, Victoria."

BRITISH COLUMBIA

A Land of Opportunity for British Settlers.

EMINENTLY SUITABLE FOR THOSE SEEKING A HOME BEYOND THE SEAS.

**The Orchard of the Empire. A Land of Fruit and Flowers.
Vast Forest and Mineral Wealth.**

Important Fisheries and Canning Industries.

A SAFE COUNTRY FOR PROFITABLE INVESTMENT.

Offers countless attractions to the Tourist and Sportsman. Splendid Scenery combined with a delightful climate.

British Columbia's revenue increased from \$1,605,920 in 1900-01 to \$10,492,892 (estimated) in 1910-11, and its population rose from 178,657 in 1901 to 392,480 in 1911.



A Typical Farm Homestead on Vancouver Island, B.C.

The most British of the Canadian Provinces.

10,000,000 Acres of Land have been set aside for settlers and these, may be pre-empted to the extent of **160 Acres** for each Adult.

Total production in 1910 (estimated), \$100,742,505, equal to over \$300 for every man, woman, and child in the country.

The Province of Canada for Fruit Growing, Mixed Farming, Horse, Hog and Cattle raising, Poultry Farming and Dairying. Markets near at hand and good prices obtainable. A land of promise for Farmers with some capital, Agricultural and other workers, and Domestic Servants.

**Increasing Prosperity. Decreasing Taxation.
HIGH WAGES. FREE EDUCATION. GOOD LAWS.**

The extensive railroad construction in progress and the large sums voted by the Legislature for public works ensures constant employment for an army of men at good wages.

Pamphlets, Maps, and full information free of charge on application to
J. H. TURNER, AGENT-GENERAL for B.C., Salisbury House, Finsbury Circus, London, E.C.

VANCOUVER ISLAND, VICTORIA.

We believe that the poultry industry is one of the best fields for a young man who is not afraid of work and who is willing to learn the business from the bottom up to enter. The man who starts from a small beginning, with one breed, and works his way to the top, is the man who has most chances of success.

The poultry industry has passed the point of being looked down upon, and is now regarded with favour by even the wealthier class, who have taken up the industry as a hobby. It need never be feared that the market for poultry will be glutted, but on the contrary it is probable that the present generation will not see the supply meet the demand.

We are often asked by those unacquainted with poultry raising, or by the ambitious beginner, whether or not there is money in the industry. To such our experience gives a direct yes, but attaches one essential condition, namely that poultry raising must be managed with the same care and knowledge that is needed to make a success of any other legitimate business.

The following reasons are given why poultry should be taken up by farmers :—

1. Because the farmer ought by this means to convert a great deal of the waste of his farm into money in the shape of eggs and chicken for market.

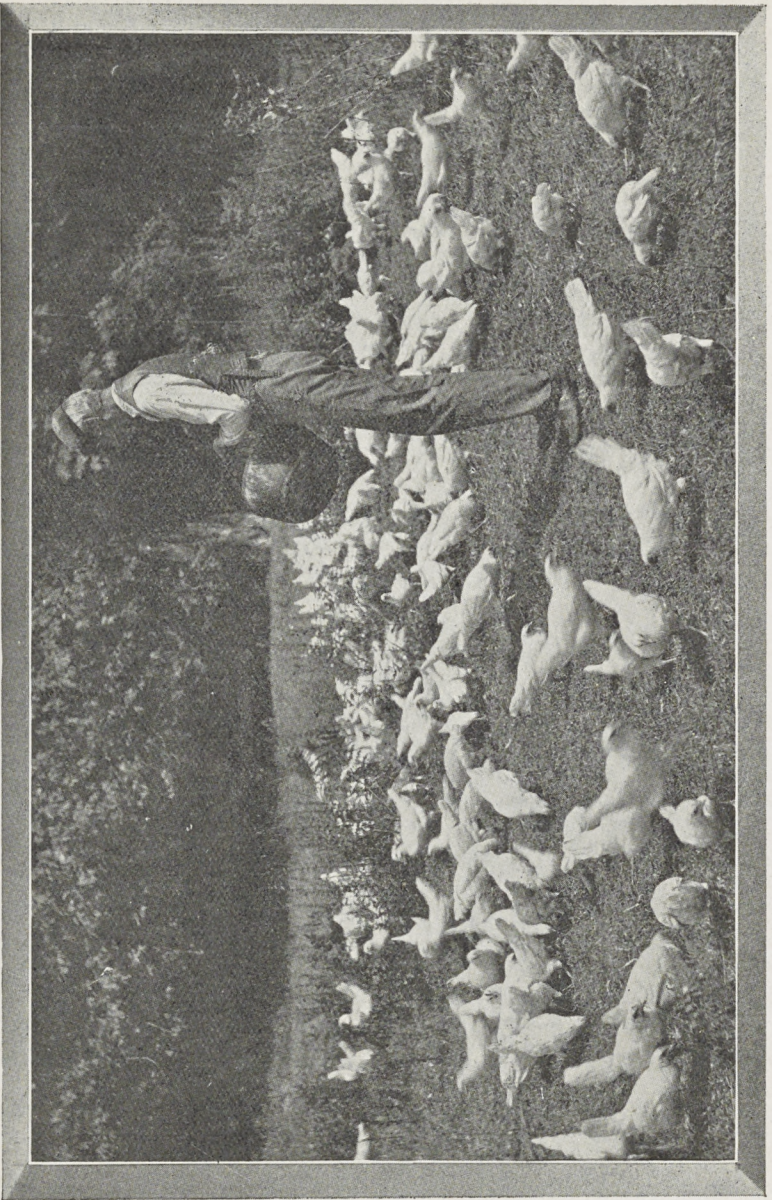
2. Because with intelligent management they ought to be all-year revenue producers, with the exception of perhaps two months during the moulting season.

3. Because poultry will yield him a quicker return for the capital invested than any of the other departments of agriculture.

4. Because the manure from the poultry house will make a valuable compost for use in either vegetable garden or orchard. The birds themselves, if allowed to run in plum or apple orchards, will destroy all injurious insect life.

5. Because, while cereals and fruit can only be successfully grown in certain sections, poultry can be raised for table use or layers of eggs in all parts of the country.

6. Because poultry raising is an employment in which the farmer's wife and daughters can engage, and leave him free to attend other departments.



POULTRY RAISING ON VANCOUVER ISLAND.

VANCOUVER ISLAND, VICTORIA.

7. Because it will bring him the best results in the shape of new-laid eggs during the winter season, when the farmer has the most time on his hands.

8. Because to start poultry raising on the farm requires but little capital. By good management poultry can be made, with but little cost, a valuable adjunct to his farm.

Cost of keeping Fowls on Vancouver Island.

It has been proved after many experiments that the outside cost for one hen per week when food is highest, and during the most productive and energy-demanding period, is 23 to 24 cents per week of seven days. Supposing, then, a bird to only lay three eggs per week for the year, which is a very low average, and supposing the average market price to be 35 cents per dozen, which is also a very low average, there is a clear minimum profit of, say, 6 cents on each bird per week. Many have estimated that there is good money in chicken if each bird would return a profit of \$2 per annum. According to the above estimate, which is a most moderate one, over \$3 per annum would be realised from each hen.

A farmer who lives on Vancouver Island gives the following results from 150 hens for one year :—

RECEIPTS.				
From sale of eggs .. .. .	..	..	..	\$375
From sale of chicks .. .. .	..	..	..	50
From increase of flock .. .. .	..	..	..	25
				— \$450
EXPENSES.				
100 bushels of wheat at \$1.05 per bushel .. .. .	..	..	..	\$105
50 bushels of barley at 60 cents per bushel .. .. .	..	..	..	30
Sundries .. .. .	..	..	..	10
				— \$145
Net profit				\$305

CANADA FOR THE INVESTOR.

This shows a net profit of \$2 for each hen, not including labour, which yields a handsome return for the money invested.

The home market is nowhere nearly supplied either with eggs or poultry, large quantities being imported from Manitoba, Ontario, California, Washington and Oregon. In 1904 the value of eggs and poultry imported amounted to over \$400,000, and good prices prevail at all seasons, the average wholesale prices for eggs on the coast being: Fresh eggs, 30 cents per dozen; case eggs, 22 cents per dozen; while the retail price for fresh eggs averages $37\frac{1}{2}$ cents per dozen, ranging from 25 cents to 70 cents. Fowls bring from \$9 to \$12 per dozen; chicken, \$4 to \$7; ducks, \$5 to \$11; geese, \$1 to \$1.50 each; and turkeys from 22 to 30 cents per pound.

For full particulars for British capitalists and settlers relative to living and industrial conditions, write to E. McGaffey, Secretary, Vancouver Island Development League, Victoria, B.C.

THE PROVINCE OF BRITISH COLUMBIA.

The development of the great Canadian west, which during the past few years has reached most gratifying proportions, is undoubtedly having a marked effect upon British Columbia, Canada's largest and most westerly Province. It is questionable if any country is more richly endowed with natural resources than British Columbia; and when these are taken in hand in the degree to which their magnitude and importance entitle them, the Pacific Province will bulk largely in the eyes of the world.

Climate.

British Columbia's climate is one of its greatest assets; the conditions prevailing there in this respect are considerably varied. As a whole it presents all the conditions encountered in European countries lying within the temperate zone. In consequence of the purity of its air, its freedom from malaria, and the almost entire absence of extremes of heat and cold, the Province may be described as a vast health resort.

OPPORTUNITIES

— IN —

CANADA

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Tourist
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Settler
Domestic

CANADIAN NORTHERN ROYAL LINE

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R.M.S. "ROYAL GEORGE"

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Matrons for Women and Children.
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141 Corporation St., Birmingham; 125 Hope St., Glasgow;
1 bis Rue Scribe, Paris.

CANADA FOR THE INVESTOR.

The climate of Vancouver Island and the coast generally corresponds very closely with that of England ; the summers are fine and warm with much bright sunshine, and severe frosts scarcely ever occur in winter. On the mainland similar conditions prevail until the higher levels are reached, when the winters are cooler. At Agassiz, on the Lower Fraser, the average mean temperature of January is 33 degrees and of July 64 degrees. The lowest temperature on record at this point is 13 degrees and the highest 97 degrees. There are no summer frosts, and the annual rainfall is 67 inches, 95 per cent. of which falls during the autumn and winter.

To the eastward of the coast range, in Yale and West Kootenay, the climate is quite different. The summers are warmer, the winters colder, and the rainfall rather light; bright, dry weather being the rule. The winter cold is, however, scarcely ever severe, and the hottest days of summer are made pleasant from the fact that the air is dry and the nights are cool. Farther north, in the undeveloped parts of the Province, the winters are more severe.

Resources of British Columbia.

British Columbia has been described as "The Mineral Province" of Canada, and this appellation, while entirely accurate, only conveys a partial impression. While mining has been the chief industry from the early days, the public of late years have begun to realise that there are many other avenues for development claiming their attention. Take, for instance, the timber industry. This Province possesses to-day the largest compact area of marketable timber on the continent of America. The cut in 1907 was 840,000,000 feet, nearly 300,000,000 greater than that of 1905.

The agricultural and fruit-growing possibilities of British Columbia are immense. Of the vast areas suitable for these industries only those portions contiguous to and south of the Canadian Pacific Railway and on the coast and Vancouver Island have been touched. In the northern districts, yet to be opened up, it is estimated that there are millions upon millions

BRITISH COLUMBIA.

of acres of land suitable for agricultural purposes. The agricultural and fruit lands produced more than \$8,000,000, although the proportion of available land settled upon is less than 10 per cent. Then there are the fisheries, which have yielded more than \$900,000 in one year.

The output of timber is valued at \$12,000,000. Taking the four industries of mining, lumbering, fishing and agriculture, the total annual production reaches \$60,000,000.

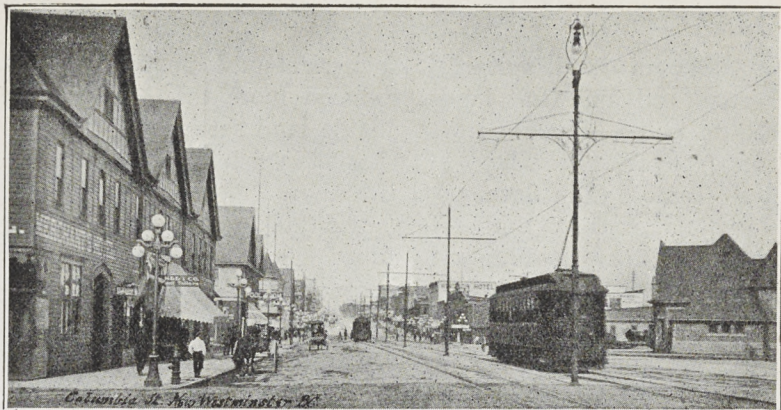
Agriculture.

To gain a fair idea of the extent and importance of the agricultural areas of British Columbia one must make many excursions to the north and south of the main line of the Canadian Pacific, over its branches and steamboat connections, and even then, if he trusts to what he may be able to see from the car window or the deck of a lake steamer, his knowledge will be far from complete. In the Shuswap and Okanagan Valley, for instance, for every acre of arable land within sight of the railway or lake there are thousands hidden away behind the beautiful grass-covered hills which border the highway of travel, and the same may be said of Kootenay, Boundary, Arrow Lake, Similkameen and other districts. The agricultural capabilities of the many sections of Southern British Columbia are, as a matter of fact, only beginning to be realised.

The agricultural and pastoral lands are not restricted to a small proportion of the total acreage. The whole of British Columbia, south of 52 degrees and east of the coast range, is a grazing country up to 3,500 feet and a farming country up to 2,500 feet, where irrigation is possible. This is a most important statement, and its truth is being confirmed by the practical experience of settlers who have established themselves in the country.

Fruit Growing for the Middle Classes of Great Britain.

Fruit growing is one of the infant industries of British Columbia, but it is growing rapidly, and is quite certain ere many years to rival mining, lumbering or fishing. A few years



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BRITISH COLUMBIA.

ago the man who ventured to describe the Kootenays as fruit-growing districts would have been looked upon as a visionary or an imbecile ; to-day Southern British Columbia is acknowledged to be one of the finest fruit countries on the continent. Not only will it produce fruit in abundance, but the quality of its fruit is superior to that grown in any other part of the Niagara district. Certain varieties of fruit attain perfection in certain localities. For instance, the Fameuse apple develops its best qualities on the island of Montreal ; but taking a collection of British Columbia fruit, it is larger, better coloured, and better flavoured than any similar miscellaneous lot the product of any other country. Proof of this is not far to seek. In 1903 Messrs. Stirling and Pitcairn, of Kelowna, on Okanagan Lake, shipped a trial cargo of apples to Great Britain. The shipment consisted of Baldwins, Ontarios and Canada Reds. They arrived in Glasgow, Scotland, on November 9th in splendid condition, and sold at 6s. per box, or about \$1 more per barrel than the choicest Eastern Canadian apples, reckoning three boxes and a half to the barrel.

A Growing Industry.

Figures furnished by railway and express companies show that fruit shipments have increased over 50 per cent. in five years, the total shipments by rail in 1902 being 1,956 tons, while those of 1907 aggregated 4,743 tons ; 1908 showed an increase of 1,755 tons, or a total of 6,498 tons.

These shipments are far from representing the whole crop, the bulk being consumed locally, while considerable quantities are shipped by water, and of which no record is kept.

The increase in fruit acreage has also been great within recent years. In 1891 the total orchard area was 6,431 acres ; in 1901 it had only increased to 7,430 acres ; but between that period and 1904 the increase jumped to 13,430, and in 1905 to 29,000 acres. The increase during 1906 amounted to over 20,000 acres ; number of trees planted, 1,000,000. In 1907 over a million fruit trees were planted, and a still larger number



Fruit Farming in British Columbia.

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THE BRITISH COLUMBIA FRUIT LANDS LTD. possess some of the **Best Irrigated Lands** in the Thompson River District, and offer **Highly Productive Fruit Farms** of 10 acres upwards, also **Mixed Farms.**

**Two Miles from Kamloops Station
on the Canadian Pacific Main Line.**

Managing Director of the Company, Mr. R. M. PALMER,
Formerly Deputy Minister of Agriculture to the British Columbia Government.

Illustrated particulars with complete information as to Crops, Equipment, Prices, etc., may be obtained from the Sole Agents for Great Britain and Ireland—

**Messrs. KNIGHT, FRANK & RUTLEY,
20 Hanover Square, LONDON, W.**

BRITISH COLUMBIA.

in 1911, so that the acreage in fruit is now considerably over 100,000 acres.

The quality of the peaches and grapes grown in Southern British Columbia can scarcely be excelled, the crisp, dry air and bright sunshine combining to impart a lusciousness and flavour lacking in the fruit of hot countries. The recent discovery of fig trees growing wild on Vancouver Island, near Nanaimo, has suggested the possibility of the successful cultivation of this fruit, especially in the southern districts, and no doubt the experiment will be made in the near future. Almonds, walnuts, chestnuts, nectarines, apricots, olives, and other semi-tropical fruits have been successfully grown.

Making an Orchard.

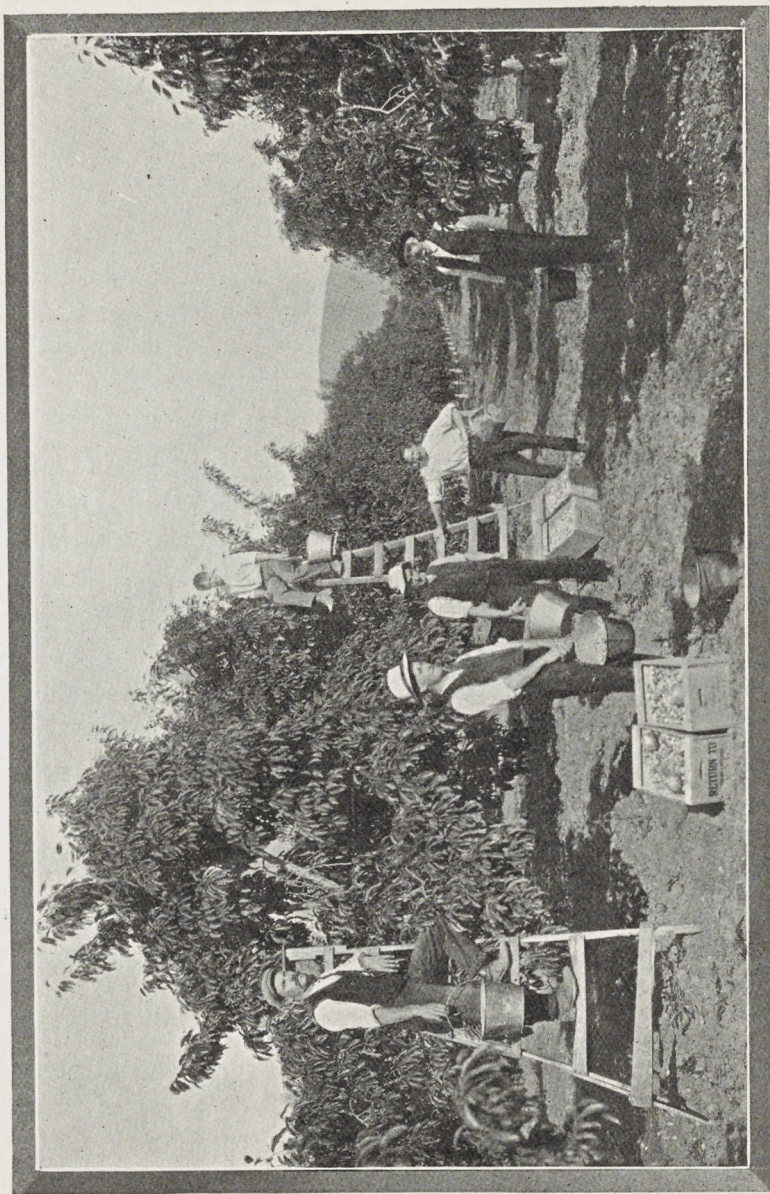
The setting-out and care of an orchard until it becomes a source of profit requires considerable outlay of cash and personal exertion, but the results after a few years furnish ample compensation. The cost of setting-out 20 acres of apple trees in British Columbia is about as follows:—

Twenty acres (irrigated) at \$225 per acre	..	\$4,500
Fencing .. .. .	..	250
Preparing land (ploughing and harrowing)	..	150
Trees (yearlings), 80 per acre, at 15c. each	..	240
Setting-out trees (1,600 at 8c. each)	..	128
		<hr/>
Total .. .. .	..	\$5,268

Cost of maintenance for five years—

Average cost of irrigation at \$3 50c. per acre	\$350
Cost of cultivation, pruning, spraying, etc., at \$30 per acre per year	3,000
	<hr/>
Total	\$3,350

Making the total cost of orchard at the end of the fifth year, when it should be beginning to give commercial returns. \$8,618.



PICKING PRUNES IN MR. STIRLING'S ORCHARD, KELOWNA, B.C.

BRITISH COLUMBIA.

Synopsis of Mining Laws.

A free miner is a person, male or female, above the age of eighteen years, who is the holder of a valid free miner's certificate, which costs \$5 for a full year, or a proportionate sum for any shorter period, but all certificates expire on May 31st. A free miner may enter on Crown lands and also on other lands where the right to enter has been reserved, and may prospect for minerals, locate claims and mine. Claims may not be located on Indian reserves nor within the curtilage of any dwelling. Should a free miner neglect to renew his certificate upon expiry, all mining claims held by him under its rights, if not Crown granted, revert to the Crown, unless he be a joint owner, in which case his interest or share reverts to his qualified partners or co-owners. It is not necessary for a shareholder in an incorporated mining company as such to possess a free miner's certificate.

A mineral claim is a rectangular piece of ground not exceeding 1,500 feet square. The claim is located by erecting three posts, as defined in the Act. In general location of a claim must be recorded within a period varying according to distance from a registrar's office from the date of location. A mineral claim, prior to being Crown granted, is held practically on a yearly lease, an essential requirement of which is the doing of assessment work on the claim annually of the value of \$100, or in lieu thereof payment of that amount to the mining recorder. Each assessment must be recorded before the expiration of the year to which it belongs or the claim is deemed abandoned. Should the claim meantime not have been re-located by another free miner, record of the assessment work may be made within thirty days immediately following the date of expiry of the year, upon payment of a fee of \$10. A survey of a mineral claim may be recorded as an assessment at its actual value to the extent of \$100. If during any year work be done to a greater extent than the required \$100, any additional sums of \$100 each (but not less than \$100) may be recorded and counted as assessments for the following years. When assessment work to the value of \$500 has been recorded,

Investment as a Science:

THE DOMINION TRUST COMPANY LTD.



MANAGING DIRECTOR OF THE DOMINION TRUST COMPANY LTD.: MR. WILLIAM R. ARNOLD.

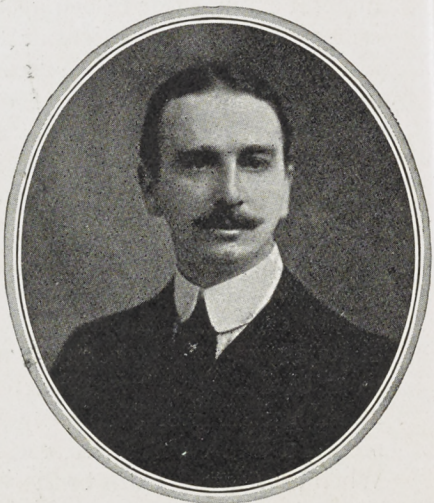
to pay for the wherewithal to develop their property, and it may fairly be argued that it is the recognition of the mutual benefit that would necessarily accrue to those who were earliest in the field that led, in the first instance, to the establishment of several large Canadian trust companies, foremost amongst which stands the Dominion Trust Company.

The Dominion Trust Company Ltd., was incorporated under the charter of the Province of British Columbia, and by Act of the Legislature was empowered to act as confidential agents; to invest public or private funds in first-mortgage securities in Canada, and in other legal investments; to manage estates; to act as executors, assignees, liquidators, and trustees for bonds and debenture holders; to hold property and securities in trust for persons, firms, or corporations; and to receive and invest sinking funds and to allow interest on the same.

WITH the rapidly increasing progress and development of the great Dominion, there have naturally arisen excellent opportunities for the safe investment of capital.

Canada probably represents at the present moment the best opportunities of any country in the world for the safe investment of capital at very satisfactory rates of interest, so phenomenal indeed, that the average British investor, who has perforce to be content with 3 to 4 per cent. interest on his money in his own country cannot realise that as much as double this percentage can be earned in Canada without lessening the security of the principal.

The fact that in no country in the world have land values risen with such rapidity as in Canada, as a consequence of the cultivation of the virgin land by hundreds of thousands of settlers, in itself accounts for the highly remunerative rates of interest which mortgagers are prepared



LONDON MANAGER: [MR. R. H. COURT.

INVESTMENT AS A SCIENCE (continued).



SECRETARY AND TREASURER:
MR. E. P. MILLER.

The special legislation empowers the company to act as executor under wills or on behalf of existing executors, or by appointment of any court without the necessity of providing further security than its special bond deposited with the Government. The existence of this bond, in addition to the large capital and reserve of the company, assures the maximum of safety and efficient administration of estates and funds entrusted to its care.

Another important branch of the company's business consists in the investment of funds on behalf of clients in first mortgages on freehold property in Canada, yielding net to the investor from $6\frac{1}{2}$ per cent. to $7\frac{1}{2}$ per cent. interest per annum.

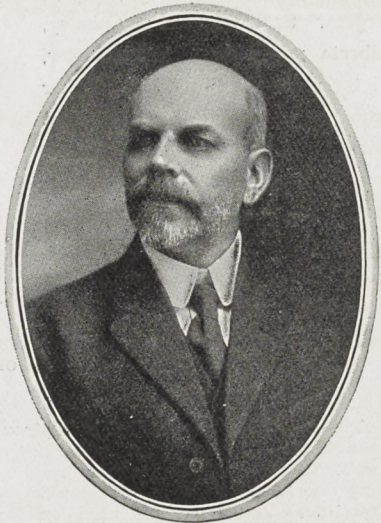
When investing funds for clients on first mortgages the property is valued by the company's own valuers, and never more than 50 per cent. of such valuation is advanced on mortgage.

The mortgages are made for periods of three or five years, and the interest is payable quarterly or half-yearly, through the London offices of the company, or

can be left on deposit at the head office, bearing interest at 4 per cent. per annum, until such time as sufficient interest accumulates to re-invest in other mortgages.

The company holds a very high position in this class of business, and in 1910 opened a branch in London for the convenience of investors in Great Britain.

The company secures, from time to time, issues of Government, municipal, railway and other highly secured debentures, also bonds of trustworthy and prosperous industrial corporations which it has been able to offer at a highly remunerative, yet perfectly secured, rate of interest. In no single instance has the confidence which investors have placed in the acumen and integrity of the Directors of this company miscarried, and the reputation thus established has attracted the support of hundreds of the most careful financiers and business men, not only of the Dominion, but also of Great Britain. As a result of the success which has attended the company's efforts in this branch of its business the company has, by a continuance of the care and attention it bestows upon every investment, however small, built up a large and constantly-increasing clientèle of investors.



PRESIDENT: MR. WILLIAM H. P. CLUBB.

INVESTMENT AS A SCIENCE (continued).

The surest proof of the stability of a business of this nature lies in the fact that since its inception in 1903 the company, in addition to building up a reserve of \$550,000, has paid dividends of 8 per cent. per annum.

The present capital of the company is:—

Authorised	..	..	\$5,000,000	Subscribed	..	..	\$2,250,000
Paid up	..	..	\$1,500,188	Uncalled	..	..	\$749,812
Reserve	..	..	..				\$550,000

The head office of the company, as illustrated, is one of the landmarks of Vancouver and is situated on the most central site of the city.

In addition to these offices in Vancouver, the company has branches at Montreal, Quebec; Regina, Saskatchewan; Calgary, Alberta; New Westminster, Victoria, and Nanaimo, B.C. Other branches will shortly be opened at Winnipeg, Manitoba; Halifax, Nova Scotia; and St. John, New Brunswick; and the Directors are also contemplating opening a branch in Europe at one of the large towns on the continent.



A CENTRE FROM WHICH MANY ESTATES AND INVESTMENTS ARE MANAGED: THE HEAD OFFICE OF THE DOMINION TRUST COMPANY, LTD., AT VANCOUVER.

The company is controlled by a strong Board of Directors, composed of successful business men in Vancouver and Montreal, under the presidency of Mr. W. H. P. Clubb. The Managing Director is Mr. W. R. Arnold, who has the reputation of being one of the most astute and far-seeing of Canada's financiers; and the office of Secretary and Treasurer is held by Mr. E. P. Miller. An advisory Committee has also been formed in connection with the London offices, which are situated in Pinner's Hall, Austin Friars, E.C., under the management of Mr. R. H. Court, from whom copies of the balance sheet and annual report for the year ending December, 31st 1911, which has just been published, can be obtained.

BRITISH COLUMBIA.

the owner of a mineral claim is, upon having the claim surveyed and on payment of a fee of \$25 and giving certain notices, entitled to a Crown grant, after obtaining which further work on the claim is not compulsory. The Act includes, too, liberal provisions for obtaining mill and tunnel sites and other facilities for the better working of claims.

There are various classes of placer claims severally defined in the "Placer Mining Act," under the heads of creek, bar, dry, bench, hill and precious stone diggings. Placer claims are 250 feet square, but a little variation is provided for under certain conditions. They are located by placing a legal post at each corner and marking on the initial post certain required information. Locations must be recorded within three days if within ten miles of a recorder's office, but if farther away another day is allowed for each additional ten miles. Record before the close of each year is requisite for the retention of placer claims. Continuous work, as far as practicable, during working hours is necessary, otherwise a cessation of work for seventy-two hours, except by permission of the Gold Commissioner, is regarded as an abandonment. The Commissioner, however, has power to authorise suspension of work under certain conditions, and also to grant rates to facilitate working of claims. No special privileges are granted to discoverers of "mineral" claims, but those satisfying the Gold Commissioner that they have made a new "placer" discovery are allotted claims of extra size.

No free miner may legally hold by location more than one mineral claim on the same lode or vein, and in placer diggings he may locate more than one claim on each creek, ravine or hill, and not more than two in the same locality, only one of which may be a creek claim. In both mineral and placer Acts provision is made for the formation of mining partnerships, both of a general and limited liability character, also for the collection of the proportion of value for assessment work that may be due from any co-owner.

Leases of unoccupied Crown lands are granted for hydraulic mining or dredging, upon the recommendation of the Gold Commissioner, after certain requirements have been complied

CANADA FOR THE INVESTOR.

with. An application fee of \$20 is payable. Leases may not exceed twenty years' duration. For a creek lease the maximum area is half a mile and the minimum rental \$75; hydraulic lease, area 80 acres, rental \$50, and at least \$1,000 per annum to be spent on development; dredging lease, area five miles, rental \$50 per mile, development work \$1,000 per mile per annum, and a royalty payable to the Government of 50c. per ounce of gold mined.

Mineral or placer claims are not subject to taxation unless Crown granted, in which case the tax is 25c. per acre per annum, but if \$200 be spent in work on the claim in a year this tax is remitted. A tax of 2 per cent. is levied on all ore and other mineral products, the valuation being the net return from the smelter, that is the cost of freight and treatment is deducted from the value of the product, but not that of mining. These taxes are in substitution for all taxes on land and personal property tax in respect of sums so produced, so long as the land is used only for mining purposes. A royalty of 50c. per 1,000 feet is charged on all timber taken from the land for mining uses.

Applications for coal or petroleum prospecting licences must, after the publication of certain notices, be made to the Gold Commissioner, accompanied by the plans of the land and a fee of \$100, which sum will be applied as the first year's rent. Limit of land a licence will cover is 640 acres. Extension of lease for a second or third year may be granted. Upon proof of discovery of coal, royalty of 5c. and a tax of 10c. per ton of coal mined, 9c. on coke, and 12½c. per barrel of petroleum is payable. After proof that land covered by lease has been worked continuously, lessee may, within three months of expiry of lease, purchase said land at \$10 per acre.

Fees payable are: For a free miner's certificate, \$5 per annum; records, \$2 50c. each; leases under "Placer Mining Act," \$5, etc. Incorporated companies pay for a free miner's certificate \$50 per annum when the nominal capital is \$100,000 or under, or \$100 where it exceeds that sum.

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CANADA FOR THE INVESTOR.

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Miners, \$3 to \$4 per day (12s. to 16s.) ; helpers, \$2 to \$3 (8s. to 12s.) ; labourers, \$2 to \$2 50c. per day (8s. to 10s.).

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For further particulars, write to Dr. E. S. Rowe, Secretary and Manager, Progress Club, Vancouver, B.C.

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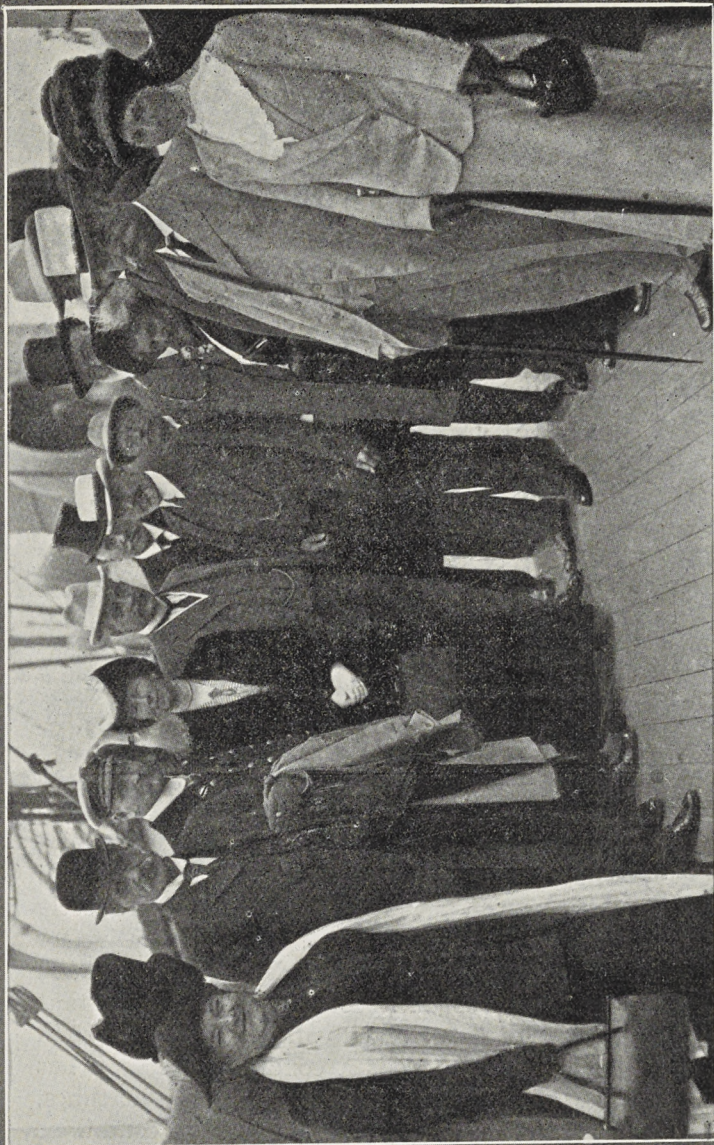
VANCOUVER, B.C.



THE CEMENTING OF EMPIRE.

Meeting of Lord Strathcona High Commissioner of Canada), and
The Hon. R. L. Borden, Premier. Paddington, July 4th, 1912.

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COME TO DISCUSS THE NAVAL QUESTION.

The Hon. R. L. Borden, Minister, and Sir W. Mackenzie, President of the Canadian Northern Railway, and
Bristol Officials. Avonmouth, July 4th, 1912.

By permission "Topical" Press Agency, London.

Opportunities for British Women

In the Cities and Towns of Canada.

TO the ambitious and progressive British woman and young girl who desire to make their mark in the world, to gain a competency for their old age, and independence and comfort in the meantime, the eastern and western sections of Canada, served by the Canadian Pacific, the Canadian Northern and Grand Trunk Pacific Railways, afford limitless opportunities for millions of those sterling classes in Great Britain.

In bringing forward the opportunities which present themselves throughout Canada, and especially in Ontario and the four great Western Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, a certain amount of repetition is unavoidable, for in every city, town and village one sees the same wants unfilled, the same openings for work and adaptability going begging.

I would particularly emphasise the word "adaptability," and hope all readers who go to Canada instrumentally or indirectly through this book will bear this in mind. It is imperative for British new-comers of all classes and trades going to Canada to adopt Canadian methods and customs, remembering that the country is undergoing development which calls for a certain amount of "dogged pluck." It is a condition everyone has to go through, and whilst things may look gloomy at times, when once through with this period the brighter conditions and broadness of life make one appreciate the new life in the

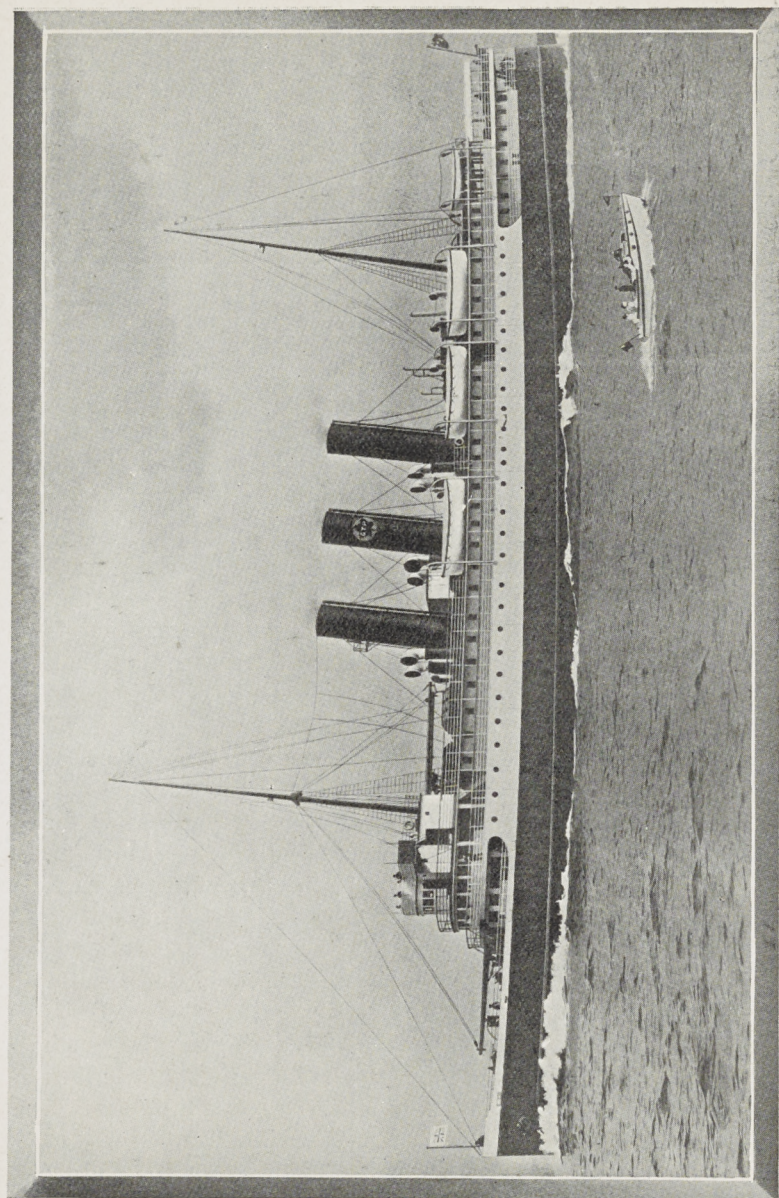
OPPORTUNITIES FOR BRITISH WOMEN.

Dominion. There are thousands of openings for dressmakers, milliners, ladies' hairdressers and shop assistants, the latter being in great demand, the salaries ranging from \$40 (£8) to \$70 (£14) a month, according to the ability of the employee. A young girl must have some experience in this class of work, but a comparatively brief English apprenticeship would be sufficient, providing she had average intelligence in adopting Canadian methods. There are very few openings for waitresses, although there are always opportunities for the smart ones.

Business Opportunities for British Women with Small Capital.

There are numerous openings for women with small capital of say \$1,000 (£200) to \$5,000 (£1,000) in the following businesses: Ladies' underwear stores, fancy goods stores, confectionery stores, sweet shops, lunch counters, tea and coffee rooms. The latter is in great demand wherever there is a growing British population. Quite apart from this, Canadian women are fond of their afternoon cup of tea, and would appreciate such a café as is to be seen in any of the home cities. The large hotels serve afternoon teas, but there are nevertheless great openings for these institutions. The great drawback to such a business is efficient help, and it would be advisable for anyone going out to start such a business to take help with them, together with all linen, crockery, cutlery and fancy fittings, such as curtains, etc., as these articles cost less in the Old Country, and can be brought in free of duty as "settler's effects."

The establishing of boarding houses is another opportunity. One or two ladies could combine their capital. The returns would amply repay them for the efficient workings of such institutions in any of the cities, especially those of Western Canada. The most important point I would emphasise in these callings is for all new-comers to be willing and ready to do everything in the Canadian way, and endeavour to conduct their business accordingly.



A FAMOUS COAST STEAMER OF THE G.T.P.

OPPORTUNITIES FOR BRITISH WOMEN.

Opportunities for Business Women and Teachers in Canada.

There are many opportunities for British women in every city, town and village throughout the Dominion, especially in the following callings: Hospital nurses, good stenographers and secretaries, high-class sales ladies, school teachers, private nurses, cashiers. Trained nurses are badly needed, so much so that it is many times impossible to obtain a trained nurse for a private case. There is also a fair demand for hospital nurses. The remuneration for the former class amounts to \$15 (£3) to \$25 (£5) a week. The average Canadian girl stenographer is very indifferent to good punctuation and smartness in her work, as many leave the shorthand colleges before they are proficient, with the consequence that they have practically to be taught over again. The fault lies in not adopting business methods in the colleges. Notwithstanding this, they command salaries of \$50 (£10) a month, the expert stenographer accustomed to clerical work getting \$70 (£12) a month. Living in the cities, and especially those in the Western Provinces, ranges from £5 to £7 a month, which leaves a fair margin, provided the new-comer possesses a reasonable quantity of winter and summer clothing. Otherwise the first year would demand carefully-laid-out plans if one were required to make provision, even in a small way, for a rainy day, or change of location, as travelling expenses are fairly heavy in a country with such great distances between the different centres. But there are plenty of opportunities for the highly-efficient ones, and especially those who can adapt themselves to the altered conditions to be met with in Canada. From personal experiences in Montreal, Hamilton, Toronto, Winnipeg, Regina and Vancouver, I have no hesitation in saying that well-educated women in these callings would readily obtain employment and earn an excellent salary. It is advisable to present samples of work and speed when making application for such positions. School teachers are in great demand, and those equipped with the elementary and advanced school teachers' certificates, combined with actual teaching experience, will have no great difficulty in finding an opening (*vide extract*

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CANADA FOR THE INVESTOR.

from *Canada*). The *Toronto Globe*, Toronto, and other leading newspapers sometimes have two and three columns similar to the following, which will give a fair idea of the opportunities in this direction :—

TEACHER WANTED—Male—As principal, holding first-class professional certificate; capable of teaching mathematics and science for continuation work. Salary \$1,000 per annum. Duties to commence Jan. 3, 1911. Apply to J. D. Elliott, Secretary Tottenham School Board, Tottenham, Ont.

TEACHER WANTED—A qualified teacher wanted for S.S. No. 14, Hungerford section. Prefers Protestant. Salary \$400. Willard Conley, Madoc, Secretary.

TEACHER WANTED—For S.S. No. 10, Manvers. Salary \$425. Normal certificate. Apply up to Dec. 24. Samuel Stinson, Janetville.

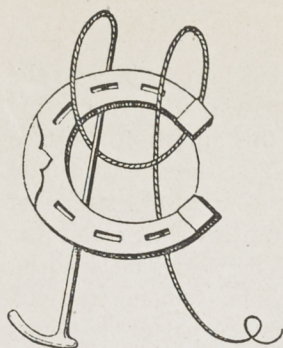
TEACHER—For Section 24, King township, one mile from Bradford, limited third class. Salary \$400. Easy school. L. Hamilton, Secretary, Bradford.

Opportunities for the British Domestic Class.

The greatest field of employment is undoubtedly for the domestic and general servant, especially for women and girls of initiative. Wages vary from \$20 (£4) to \$25 (£5) and even as high as \$35 (£7) per month in the average business man's home of the west, practically half in one month what the average domestic earns in nine months in the Old Country. The work is a little harder than in the Old Country, but there is more freedom, which has its compensations in a country offering opportunities for those who can undertake cooking, baking, washing and ironing for one family. The social side of life for this class is more pleasant than in the Old Country, as they are generally treated with every consideration by the lady of the house, which will be readily appreciated from the

OPPORTUNITIES FOR BRITISH WOMEN.

fact that in one home the Author visited the housemaid wore gold bracelets and fancy blouses, which led him to believe she was perhaps some relation helping his hostess. On discussing the broader life prevailing in Canada, this question cropped up after dinner, when the host informed him the maid not only wore gold bracelets but had a banking account, sufficient testimony in itself of the golden opportunities that await the British girls of this class in Canada. The all-round healthy domestic class of Great Britain will always be welcome and will get a situation ; misfits and weakly ones are better at home. It is advisable to get authentic information regarding climate and living conditions before going out.



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60 HIGH STREET,
WESTON-SUPER-MARE,
ENGLAND.

For best English Cut and Finish

TRY

CHAS. HARES,
Ladies' and Gent's Tailor.

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—PRICES STRICTLY MODERATE.—

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**TABLE FOR CONVERTING STERLING MONEY INTO
DOLLARS AND CENTS
AT THE PAR OF EXCHANGE, 9½% PREMIUM.**

For Customs Purposes.

s. d.	Dollars.	s. d.	Dollars.	s. d.	Dollars.	s. d.	Dollars.	s. d.	Dollars.
		4 0	0 97.3	8 0	1 94.7	12 0	2 92.0	16 0	3 89.3
1	0 02.0	1	0 99.4	1	1 96.7	1	2 94.0	1	3 91.4
2	0 04.1	2	1 01.4	2	1 98.7	2	2 96.1	2	3 93.4
3	0 06.1	3	1 03.4	3	2 00.8	3	2 98.1	3	3 95.4
4	0 08.1	4	1 05.4	4	2 02.8	4	3 00.1	4	3 97.4
5	0 10.1	5	1 07.5	5	2 04.8	5	3 02.1	5	3 99.5
6	0 12.2	6	1 09.5	6	2 06.8	6	3 04.2	6	4 01.5
7	0 14.2	7	1 11.5	7	2 08.9	7	3 06.2	7	4 03.5
8	0 16.2	8	1 13.6	8	2 10.9	8	3 08.2	8	4 05.6
9	0 18.3	9	1 15.6	9	2 12.9	9	3 10.3	9	4 07.6
10	0 20.3	10	1 17.6	10	2 14.9	10	3 12.3	10	4 09.6
11	0 22.3	11	1 19.6	11	2 17.0	11	3 14.3	11	4 11.6
1 0	0 24.3	5 0	1 21.7	9 0	2 19.0	13 0	3 16.3	17 0	4 13.7
1	0 26.4	1	1 23.7	1	2 21.0	1	3 18.4	1	4 15.7
2	0 28.4	2	1 25.7	2	2 23.1	2	3 20.4	2	4 17.7
3	0 30.4	3	1 27.8	3	2 25.1	3	3 22.4	3	4 19.8
4	0 32.4	4	1 29.8	4	2 27.1	4	3 24.4	4	4 21.8
5	0 34.5	5	1 31.8	5	2 29.1	5	3 26.5	5	4 23.8
6	0 36.5	6	1 33.8	6	2 31.2	6	3 28.5	6	4 25.8
7	0 38.5	7	1 35.9	7	2 33.2	7	3 30.5	7	4 27.9
8	0 40.6	8	1 37.9	8	2 35.2	8	3 32.6	8	4 29.9
9	0 42.6	9	1 39.9	9	2 37.3	9	3 34.6	9	4 31.9
10	0 44.6	10	1 41.9	10	2 39.3	10	3 36.6	10	4 33.9
11	0 46.6	11	1 44.0	11	2 41.3	11	3 38.6	11	4 36.0
2 0	0 48.7	6 0	1 46.0	10 0	2 43.3	14 0	3 40.7	18 0	4 38.0
1	0 50.7	1	1 48.0	1	2 45.4	1	3 42.7	1	4 40.0
2	0 52.7	2	1 50.1	2	2 47.4	2	3 44.7	2	4 42.1
3	0 54.8	3	1 52.1	3	2 49.4	3	3 46.8	3	4 44.1
4	0 56.8	4	1 54.1	4	2 51.4	4	3 48.8	4	4 46.1
5	0 58.8	5	1 56.1	5	2 53.5	5	3 50.8	5	4 48.1
6	0 60.8	6	1 58.2	6	2 55.5	6	3 52.8	6	4 50.2
7	0 62.9	7	1 60.2	7	2 57.5	7	3 54.9	7	4 52.2
8	0 64.9	8	1 62.2	8	2 59.6	8	3 56.9	8	4 54.2
9	0 66.9	9	1 64.3	9	2 61.6	9	3 58.9	9	4 56.3
10	0 68.9	10	1 66.3	10	2 63.6	10	3 60.9	10	4 58.3
11	0 71.0	11	1 68.3	11	2 65.6	11	3 63.0	11	4 60.3
3 0	0 73.0	7 0	1 70.3	11 0	2 67.7	15 0	3 65.0	19 0	4 62.3
1	0 75.0	1	1 72.4	1	2 69.7	1	3 67.0	1	4 64.4
2	0 77.1	2	1 74.4	2	2 71.7	2	3 69.1	2	4 66.4
3	0 79.1	3	1 76.4	3	2 73.8	3	3 71.1	3	4 68.4
4	0 81.1	4	1 78.4	4	2 75.8	4	3 73.1	4	4 70.4
5	0 83.1	5	1 80.5	5	2 77.8	5	3 75.1	5	4 72.5
6	0 85.2	6	1 82.5	6	2 79.8	6	3 77.2	6	4 74.5
7	0 87.2	7	1 84.5	7	2 81.9	7	3 79.2	7	4 76.5
8	0 89.2	8	1 86.6	8	2 83.9	8	3 81.2	8	4 78.6
9	0 91.3	9	1 88.6	9	2 85.9	9	3 83.3	9	4 80.6
10	0 93.3	10	1 90.6	10	2 87.9	10	3 85.3	10	4 82.6
11	0 95.3	11	1 92.6	11	2 90.0	11	3 87.3	11	4 84.6

Canadian Winters.

An Explanation and an answer to "John Bull."

IT is a regrettable fact that millions of Britishers suffering from the ill-effects of their own climate hold many misconceptions on the climatic conditions of Canada. This has been brought about mainly through the exaggeration of *John Bull* and the snow artist in Christmas numbers, who conjures up some imaginary pictures of the lost homesteader or the miner snowed up in his shack, with a startling introduction to heighten the melodramatic effect. The Author has experienced winters in the east and west, and can state without fear of contradiction they are the glory and making of a sturdy race. There are undoubtedly cases where, due to neglect or ignorance, people sometimes get caught in a blizzard, but this only occurs in the outlying territories, as far remote from civilisation as the most remote spot in the Highlands of Scotland.

In Britain one is not prepared for snow, and snowstorms consequently disorganise traffic and mails; then there is the unpleasantness of the succeeding thaw with its rains and slush. With these alternating bouts of cold and warm weather the Britisher frequently experiences the miseries of three or four frosts or snowstorms, with their subsequent thaws, in the course of a single winter. Then, again, there are the clammy mists, the throat-burning fogs, and the cold rains, interspersed by days of muggy weather, all of which render it impossible to clothe oneself at any given moment to ensure full protection against all the kinds of weather that may be experienced.

Not so in the Dominion. As a general rule, once the frost has warped the waters, and the first fall of snow (they call it the "beautiful" in Canada) has whitened the land, they have

CANADIAN WINTERS.

come to stay. Fur coats and rubbers are worn, wheels are removed and the vehicles placed on runners, and other necessary preparations made to enable business and traffic to be carried on as comfortably as in the summer. There is often a slight thaw in January, after which the weather hardens again until about the end of March, when the great thaw—the most unpleasant feature of the winter—is expected. But the Canadian is exempt in most parts of the Dominion from fogs and mists. The dry, cold air is as exhilarating as a stiff sea breeze, and the healthiness of the climate is proved by the fact that the average length of life in the Dominion is exceptional, according to British ideas. Farming work is restricted, but it must be remembered that it is to the deep covering of snow that the Canadian farm lands partly owe their fertility. Most railway work is also at a standstill, grading being stopped by frozen ground, but bridge building and similar work is carried on under all conditions. In some parts of British Columbia, where the climate is much milder than in the east, various classes of work not possible in colder weather can be and are carried on.

Lumbering is in the east an almost entirely winter industry. The eastern "lumber jack" relies upon the ice and snow to make the roads along which the logs are hauled to the riverside to await the spring thaw, when they are floated down the streams to the sawmills. The axemen, swampers, and drivers work day after day in the snow-clad woods, "knocking off" to eat their midday meal wherever their work has led them. They may be seen sitting on the logs they have felled eating and smoking, regardless of the fact that the mercury in the thermometer is much below freezing-point.

Surveying—a delicate business with much handling of instruments—is possible, and the railway-men and land surveyors work with their "squint poles" during the day and camp among the snow at night right through the winter.

Cattle and horses are frequently wintered in the open, provided sheltered spots are available for them in the case of heavy weather. Experiments carried on at the Government farms have proved that cattle kept in the open and judiciously fed are in better condition at the end of a winter than those coddled in a stable.

CANADA FOR THE INVESTOR.

Freighting is carried on largely, the hard-packed snow making the loads run so easily on the sleighs that only comparatively small teams are required. In many cases mines, distant from the railway, wait until the winter for the shipment outward of ore and the importation of machinery, owing to the ease with which transportation can be carried on during the winter. Mining operations are also continued throughout the year. In this connection the photograph we reproduce of miners at work near Dawson City, which is nearly as far north as Iceland, shows that the severest cold is by no means an unsurmountable obstacle.

The mails are carried to the far northern districts only in the depth of winter, the postmen frequently travelling hundreds of miles with the letters, camping in a sheltered spot each night. The Royal North-West Mounted Police carry out patrols of three thousand miles in length in the most northerly portions of the Dominion by snow-shoe and dog-train, while the trapper plies his calling only in the winter, when the fur of the animals is at its best.

As a further indication of the winter life in the Dominion, it should be remembered that the big game shooting season comes in the early winter ; then many hundreds of sportsmen, direct from city life, with all the comforts of warm houses and offices, spend a month in the woods, tramping all day after game and living perhaps in a tent or shack. These amateurs, although not hardened to the weather, as would be expected of the lumbermen, the freighter, or the trapper, feel no inconvenience from the frost and snow, and do not regard their stay in the frost-bound woods as a hardship. The game lands of Canada offer more variety for sportsmen than any other country in the world. The winter season at Montreal and other centres are attracting thousands from the States. The new Switzerland for British tourists will be the Rockies with its thousand peaks and ever-changing panorama.

Surely, in face of all these proofs of the fact that, despite the apparent severity of the climate, work is done in Canada from November to April as well as from May to October, it is time for the Britisher to alter his opinion regarding the Canadian winter.

List of Canadian Newspapers and Publications

of interest to British Readers.

ST. JOHN'S,	
NEWFOUNDLAND	<i>The Telegram.</i>
CHARLOTTETOWN	<i>Guardian, Patriot, Examiner.</i>
HALIFAX	.. <i>The Chronicle, Halifax Herald, Halifax Mail.</i>
ST. JOHN, N.B...	<i>Daily Telegraph, Standard, Globe.</i>
QUEBEC	.. <i>Quebec, Telegraph, Chronicle.</i>
MONTREAL	.. <i>British News of Canada, Montreal Star, Montreal Witness, Gazette.</i>
	<i>La Presse, La Patrie (French).</i>
OTTAWA	.. <i>Ottawa Evening Citizen, Ottawa Free Press.</i>
TORONTO	.. <i>Globe, Mail and Empire, The News, Toronto Daily Star, Monetary Times, World.</i>
HAMILTON	.. <i>Hamilton Spectator, Times, Herald.</i>
BRANTFORD	.. <i>The Daily Expositor.</i>
ST. CATHERINE'S	<i>The Standard, The Journal.</i>
WINNIPEG	.. <i>Manitoba Free Press, Winnipeg Telegram.</i>
SELKIRK	.. <i>The Weekly Expositor.</i>
BRANDON	.. <i>Daily Sun, Daily Times.</i>
REGINA	.. <i>Leader, Standard, Province.</i>
MOOSE JAW	.. <i>News, Moose Jaw Times.</i>
SASKATOON	.. <i>The Phoenix, The Capital.</i>
PRINCE ALBERT.	<i>The Daily News.</i>
CALGARY	.. <i>Calgary Herald, Albertan.</i>
EDMONTON	.. <i>Saturday News, Edmonton Journal.</i>
NELSON	.. <i>Daily News.</i>
VICTORIA	.. <i>The Colonist, The Week-End, Times.</i>
PRINCE RUPERT.	<i>Daily Empire.</i>
VANCOUVER	.. <i>Saturday Sunset, Daily Province.</i>
DAWSON CITY	.. <i>The News, The Herald.</i>

Canadian Investments

Described and Analysed in

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FINANCIAL AND COMMERCIAL SECTION.

SPECIAL attention is called to the very complete and interesting descriptive advertisements relating to Canadian Investments and Canadian opportunities which appear at frequent intervals in “THE TIMES” Financial and Commercial Section.

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ADVERTISEMENT MANAGER,
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LONDON, E.C.

CANADIAN NEWSPAPERS AND PUBLICATIONS.

General Literature on Canada.

W. D. SCOTT, Esq., General Immigration Agent, Ottawa, Canada,
and Secretaries of Provincial Governments.

Canadian Illustrated Magazines for British Readers.

TORONTO	..	<i>Canada Monthly, Busy Man's Magazine, Maclean's Magazine, Canadian Courier, Courier Press, Saturday Night.</i>
WOODSTOCK	..	<i>Rod and Gun.</i>
MONTREAL	..	<i>Canadian Century, Standard.</i>
WINNIPEG	..	<i>Canada West Monthly, Canadian Finance.</i>
VANCOUVER	..	<i>Fruit Magazine, Opportunities.</i>
		<i>See you get Canadian Publications.</i>

Engineering Magazines.

TORONTO	..	<i>Canadian Manufacturer, Industrial Canada, The Canadian Engineer.</i>
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British Newspapers giving Special Articles on Canada.

ABERDEEN	..	<i>Free Press.</i>
BIRMINGHAM	..	<i>Birmingham Daily Post, Birmingham Daily Gazette.</i>
BRISTOL	..	<i>The Western Daily Press, Times and Mirror.</i>
CARDIFF	..	<i>Western Mail.</i>
GLASGOW	..	<i>Glasgow Herald.</i>
LIVERPOOL	..	<i>Liverpool Daily Courier, Liverpool Daily Post.</i>
LONDON	..	<i>The Times, The Standard (including Standard of Empire every Thursday), "Canada," Coloniser, The Field, Financial News, Canadian Gazette, Canadian Mail, Heaton's Annual, The World's Work.</i>
MANCHESTER	..	<i>Manchester Guardian, Manchester Courier.</i>
SHEFFIELD	..	<i>Sheffield Daily Telegraph.</i>
YORKSHIRE	..	<i>Yorkshire Post.</i>

AND ALL OTHER LEADING DAILIES.

READ The Standard.

All the Empire News is contained in the
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IMPERIAL AFFAIRS are bulking more largely in the attention of the Home public than ever before. The Dominions are joining with the Motherland in the defence of our common heritage. The Investor, the sportsman, and the young man or woman seeking a career are fast realising that opportunities exist within the Empire far superior to those offering in foreign lands.

In order to keep in touch with these opportunities, and to learn something of the affairs of the Empire Oversea, you must read the “STANDARD OF EMPIRE” SUPPLEMENT in “**THE STANDARD**” EVERY THURSDAY.

SPECIAL CABLES and MAIL LETTERS give the LATEST NEWS FROM ALL THE DOMINIONS, while ARTICLES BY EXPERTS tell of various aspects of life under the Flag Oversea: the openings for Investors, Emigrants, Sportsmen, and so on.

If you have relatives in any of the Dominions or Colonies you cannot afford to miss the “STANDARD OF EMPIRE” SUPPLEMENT in THURSDAY’S “**STANDARD.**”

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THE PUBLISHER, 104 Shoe Lane, LONDON, E.C.

DOMINION, PROVINCIAL AND RAILWAY AUTHORITIES.

Dominion, Provincial and Railway Authorities.

The Right Hon. LORD STRATHCONA, G.C.M.G., G.C.V.O., High Commissioner for Canada.

W. L. GRIFFITH, Secretary, High Commissioner's Office for Canada, 17 Victoria Street, London, S.W.

J. OBED SMITH, Assistant Superintendent of Emigration, 11 and 12 Charing Cross, London, S.W.

The Hon. Dr. PELLETIER, Agent-General for Quebec, 36 Kingsway, London.

N. B. COLCOCK, Ontario Government Agent, 163 Strand, London, W.C.

J. HOWARD, Agent-General for Nova Scotia, 57A Pall Mall, London, S.W.

A. BOWDER, Representative of New Brunswick, 37 Southampton Street, Strand, London, W.C.

Canadian Pacific Railway Company, G. R. BROWN, European Traffic Manager, Cockspur Street, London, S.W.

Grand Trunk Railway Company, FRED C. SALTER, European Traffic Manager, 17-19 Cockspur Street, London, S.W.

Canadian Northern Railway System, FRED. J. MOSS, European Emigration Agent, 21 Charing Cross, London, S.W.

Canada the Playground of the World.

WHEN the stately maple trees, emblem of a mighty nation, have put off their robes of crimson and stand naked in the frosty winds of late autumn, and when the days shorten and the brown turf hardens, and snowflakes fill with a touch of life little dells whence all living things have departed, and when brown leaves huddle together in tremulous heaps as the breath of the north gets more bitter, it might be thought that the glory of these wonderful lands had departed. It might be thought that dull, dreary days—like November in England—would hold the great land in their grip until spring wakened it with its promise of new life. But, no. The brown russet season passes; the sun burns down earlier each day over the brown horizon like a giant arc lamp; colder grows the wind; the dull, grey clouds hang low over the country as far as the eye can reach. Each morning, until the sun melts it off, a white frost silvers the garden patches and the plank walks, and bends down the dried stalks of dead weeds. The streams now murmur gently under an ice roof clear as glass, and the wind begins to bite the face not yet hardened to the rough playfulness of winter.

And then comes a day when the snow falls. Thick and soft and rich it falls. We look around us, and on all sides fall cloudy snowflakes. We look upwards to see where they come from, and, lo! the heaven over us is only the soft, grey of interminable snowflakes, settling down like some fairy enchantment, more gorgeous than Aladdin's Cave.

On field and tree the snowflakes rest. There is no sound anywhere. All is movement, yet all is silence. Autumn, the

CANADA THE PLAYGROUND OF THE WORLD.

waiting time, is over ; now winter reigns supreme, and a great calm overcomes the land. Deeper and deeper the snow falls. The upper branches of the trees form a delicate lacework, and will shine out to-morrow against the bright blue of the sky. The hard ruts in the road are softened and finally fade from view ; the long snake-fences wind off into the distance, heavy, white, and mysterious with snow. Far along the road, as far as the eye can reach, there is nothing stirring until the tinkle of sleigh-bells announces that the reign of wheels is over and that of smoothly-gliding runners has begun. Then it grows colder and the snowflakes are smaller, and a wind from the west "gathers unto strife." The snow is blown hither and thither, the trees shake their burdens from them, the shed roof grows bare in patches. Once more dark fences appear as the wind whisks the snow-covering from them. In corners here and there the snow collects. Near the fences high drifts form in long wavy lines, like the billows of the mighty sea when winds are strong. And at sunset, when the wind has gone down and the snow has ceased to fall, from under the heavy eyelid of cloud the setting sun looks out for a moment before it goes down to see the change in Nature's face. Golden and then crimsoned gloriously, it sends long streamers of crimson and gold across the fields, over the rippling drifts, through the forests, with their elbowing boughs at last quiescent, and far over to the mountains that stand up relieved and still. It is a moment of glory, that vision of the transfigured earth.

Where are the flowers ? Where are the harvest fields ? Where are the flaming maple forests ? All gone, all gone, covered by Nature's pall of white. Out of heaven have come the long streamers of white, painting the delighted world in virgin white. The clouds roll off, and clear stars shine out. Only a long yellow band on the horizon tells that farther to the west our great broad-breasted land still glows with the sun that has turned his gaze from us.

The winds are hushed, the clouds have gone, the myriad stars look down, and all is silence still, for silence is the music of our winter. To those who are astir early the dawn repeats in the east the evening glories of the western sky. Beneath

CANADA FOR THE INVESTOR.

the brilliant stars there slowly grows the band of yellow—faint at first, then deepening into orange and crimson, until on a sudden the sun looks up, the fields and trees, and hills and mountains are tipped with crimson and gold, until the crimson fades and the golden light grows towards the perfect day. The last star has long ago faded, and now the newly-risen sun looks down upon a world of driven snow. Silent and pure, the whole land lies under the power of the great king of day. So pure, so white, the whole land lies. Wild forest wastes, “where no man comes or hath come since the making of the world,” vast prairie stretches of the Canadian west, dark lakes with ice-clad rims, cities where the stir of life has already begun and great factory chimneys already pour up their dark breathings into the blue sky—all lie under the spell of the silent land. Winter’s throne is set upon our land, and the legend of his kingdom is purity and strength and the crisp delights of a life that tingles every nerve with strength and joy.

Then the winter’s soul in the man awakens. The soul has slept deeply through the long summer months. It lay there slumbering in him while summer filled the world with the green richness of Nature’s garb, and the summer moons brought a short respite to days drenched with summer showers and suns. And now, after its long summer sleep, the winter soul is turned into one of joyous activity.

British Trade with Canada.

EACH succeeding year of progress in Canada sees the prophecy of those with a clear vision and keen observation realised. Statements that the Dominion is a great country, that it enjoys phenomenal prosperity may easily become insipid from repetition ; yet at the beginning of another year we still find this happy condition prevailing throughout the Provinces of Canada. Just a year ago since I wrote upon this same question, and although alluding to the steady increase of British capital, still find it the most important factor in its relation to the development of the Dominion. Perhaps the most encouraging sign of the time is the ever-increasing flow of gold from Great Britain into Canadian developmental enterprises and railways, which combined with the prospecting tours of many of Britain's leading journalists, heads of commerce, industry and finance will strengthen knowledge governing the real conditions and opportunities for the expansion of British trade with Canada.

Great Britain sent over \$200,000,000 to Canada in 1911.

One often hears more of American capital than British, for the reasons that our cousins from the United States come into Canada and buy a large tract of land or start a branch house or factory ; in these cases they come to the country themselves and look after the business in which they are interested and obtain much publicity. When the British manufacturer and branch house does this to half the extent of our enterprising

CANADA FOR THE INVESTOR.

cousins, then and not until will the country be able to supply its own demands.

British capital is usually invested in an entirely different way, lending capital to the Government, provincial authorities, municipalities, railways, loan and mortgage companies, the investors remaining quite satisfied if the interest or dividends due are forthcoming at the proper time and their loans are met at maturity, which with the never-failing promptness of settlement assists this system in going on without any great publicity, the general public being ignorant of the fact that it is quietly reinvested. It will be seen from this that the British method of investing money in Canada is different from that of the States, which should ever be borne in mind when the question is discussed.

Where the Shoe Pinches.

The main arteries of commerce reached the highest peak load in 1911 of any year in the history of Canada. Rich lands hitherto untapped have been opened up, bringing settlement and increased agriculture. Many millions of dollars were expended in Western Canada on railroad construction, bringing hundreds of new towns into existence, every one demanding raw and finished materials, each instance pointing out why British manufacturers and branch houses should make a bid for the millions in trade yet to come from these sources. Notwithstanding the great amount of British capital absorbed, Canadian markets absorb less by millions of British-made goods than those of the United States, despite the present tariff. In 1909-11 the United States sold to Canada over \$259,000,000, in exchange this country sold to them \$110,000,000 of goods. During the same year Great Britain purchased from Canada goods to the value of \$149,000,000, while we bought from Great Britain only \$95,000,000 worth, and in the same period we borrowed from Great Britain \$195,000,000, comparative figures worthy of being printed in red in every newspaper and commercial journal throughout Great Britain; not that we don't appreciate the private capital investments of our far-seeing

BRITISH TRADE WITH CANADA.

American cousins, which have yielded to them better returns than they could have secured in their own country, but because British capital has given Canada the foundation for her national prosperity and industrial development. The sequence to this and the natural desire of every British manufacturer should be to secure his share of the great prosperity awaiting commercial and industrial enterprise, which, combined with the caution characteristic of British concerns, would aid national stability.

Is Canada Over-borrowing ?

The question is often raised by new arrivals who have not seen the vast resources of the country, "Is Canada not over-drawing her borrowing powers?" Canada at its present rate of progress is not over-borrowing, for the very reason that most of the capital is being expended on lines of communication, city development and the legitimate requirements of a nation too rich in natural resources to even develop a tithe of it itself, remembering that each section opened out for agriculture or trade helps the economic pendulum to swing evenly rather than spasmodically.

The cry is often raised in Canada, "Why is it more British-made goods are not sold?" which question to those knowing the methods of home manufacturers can be answered in one word—conservatism. Canadian requirements are totally different from those of India, Australia, South Africa and New Zealand; and the British exporter finds it hard to learn that vital fact. Fortunately for the more progressive firms, Canadians know the British trader to be the best straightforward business man in the world, and for this reason, notwithstanding the many disadvantages of late consignments, obsolete methods and poor representation, they are taking British goods. The purchasing power of Saskatchewan alone from a conservative estimate is valued at over \$200,000,000. In addition, over \$100,000,000 is being brought into the west by the very best class of Americans very year. We want British people as well as British capital. The ever-increasing

CANADA FOR THE INVESTOR.

influx of people from all nations of the world into the Canadian west calls for a strong current of the best British blood.

A Growing Market.

The population alone of the four great Western Provinces, Manitoba, Alberta, British Columbia and Saskatchewan, will from conservative estimates by those having a clear vision of the future possess a population within the next ten years of over 10,000,000. This is not a vagary of an optimist, but based on progressive facts that confront British investigators wherever they turn. The last-mentioned Province offers illimitable opportunities for British capitalists, manufacturers and branch houses. Regina, the capital, in common with other prosperous cities of the west, including Winnipeg, Brandon, Saskatoon, Moose Jaw, Calgary, Edmonton and Vancouver, offers unlimited opportunities for British capital, small investors and manufacturers. Regina has raw materials, and the finest transportation facilities, made possible by the Canadian Pacific, Canadian Northern and Grand Trunk Pacific Railways, are here. The flax produced alone should merit the largest linseed oil mill in the world being established, which is only one of a hundred opportunities for British trade expansion in this rich province. The curtain of any year in the history of Canada was never raised with brighter prospects than those of 1912. These are features that should lead and encourage British trade expansion in Canada in 1912-13.

Conclusion.

IN my all too brief account of some of the chief cities and towns visited I have given in the limited space at my disposal a bare outline of their main characteristics and opportunities, though I have tried to give it without fear or favour.

An outline is necessarily something which leaves the details to be filled in, and in the case of each individual city treated of in these pages much is left to the reader's imagination, which according as it is dull or vivid will fill in all the glowing details of local colour—the beauties of the pastoral hills and vales in which one city is set, or the grandeur of the mountain walls and crags, or yet again of ocean's blue wave, with which Nature has surrounded another.

To help the reader in filling in the picture for himself, I would particularly direct his attention to the list of magazines and newspapers given herein, all of them being reliable mediums and dealing principally with Canadian affairs; also to the advertisements of some of the leading firms of the Dominion, who will readily give the fullest information to readers mentioning this publication. Finally, I can strongly advise every British subject with capital—those with moderate means or those wishing for new fields of enterprise and labour—to go out and take their share in this great inheritance of Empire.

The Author tenders his highest thanks to the Dominion and Provincial Governments, Canadian Pacific Railway, Grand Trunk Pacific Railway, Canadian Northern Railway, Boards of Trade, *The Globe* (Toronto), and *Canada* (Great Britain) for their courtesies in supplying the photographs and data for this publication, and to the advertisers for their generous support, which has permitted this book being sold at the nominal price of one shilling.

T. W. SHEFFIELD.

VICTORIA, B.C.

A FEW EXTRACTS FROM FORTY LETTERS & REVIEWS

RECEIVED ON ADVANCE PROOFS.

HOUSE OF COMMONS,
OTTAWA,

January 19th, 1911.

MY DEAR SIR,

Since writing you this morning I have had an opportunity of looking over the pamphlet which you were good enough to send me, and I send my congratulations. It contains a great deal of very useful and instructive matter, which in this way is brought to the attention of the public.

Believe me,

Yours faithfully,

R. L. BORDEN.

T. W. SHEFFIELD, Esq.,
HERKIMER, St.,
HAMILTON.

"CANADIAN FINANCE," WINNIPEG.

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"*Canada for the Industrious Millions of Great Britain* is the suggestive title of a comprehensive and attractive book at present being written by T. W. SHEFFIELD, the Publicity Commissioner. Profusely illustrated and printed attractively, the publication will deal with the Dominion as a whole, its opportunities and potentialities. Copious yet understandable columns of figures dealing with such information as emigrants demand will be a feature, and the large centres of trade and agriculture will be individually dealt with. In fact, few publications of importance have received such care which have had the single idea of catering to the information wants of all classes of desirables. The aim of the book is, from advance proofs of the opening chapters, clearly obvious. It is to attract to the Dominion the most desirable of British subjects, those with a capital of from \$1,000 to \$5,000,000. The success of the book should be assured. W. H. Smith & Son, the great English booksellers, will take charge of the first edition. That will mean distribution in just those quarters where results may be expected."

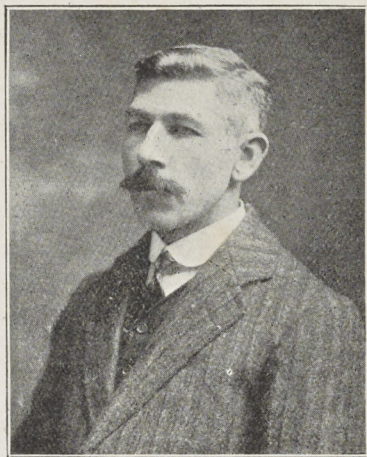
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PHOTOGRAPHS OF TWO BRITISHERS GOING OUT WEST.
SIX OF THEIR FAMILY FOLLOW.



To the MANAGER,
CANADIAN INFORMATION, DEVELOPMENT & TRADE BUREAU,
SUN BUILDINGS, BRISTOL.

65 SEVERN ROAD,
WESTON-SUPER-MARE,
August 21st, 1912.

DEAR SIR,

Before taking my departure for Regina, Saskatchewan, I feel I must thank you most sincerely for the very great kindness you have shown me, and the great amount of trouble you have taken in assisting me in making up my mind to emigrate to the Golden West, and I feel sure, after the information and kindly advice you have given me, that I am doing the right thing.

I can only say in conclusion that I wish your Bureau every success, and should I hear of anyone thinking of going to Canada I should not hesitate to recommend them to you. I have had my photo taken, and when ready Mrs. Baker will leave one for you at Beach Road.

Believe me,

Yours very truly,

W. H. BAKER.

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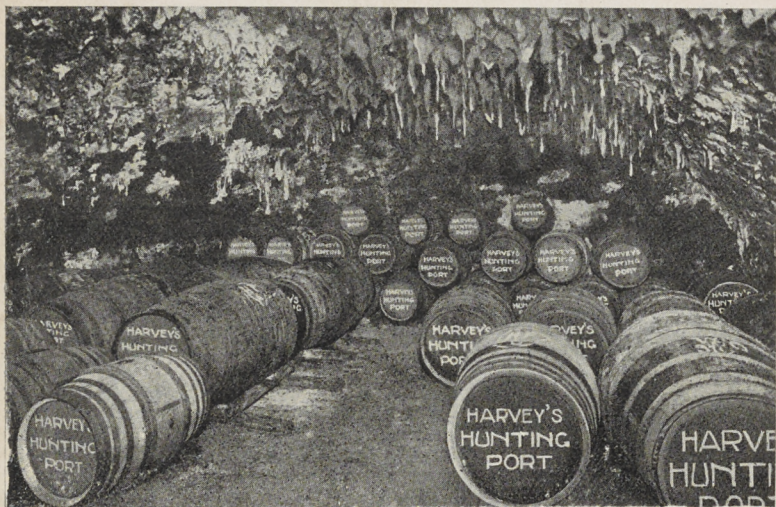
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